DELOREAN WORLD

Published Quarterly by the DeLorean Owners Association

The Longest Decade

MURDER MYSTERY WEEKEND
MAY 15-17 '92

EASTERN REGIONAL RUN III

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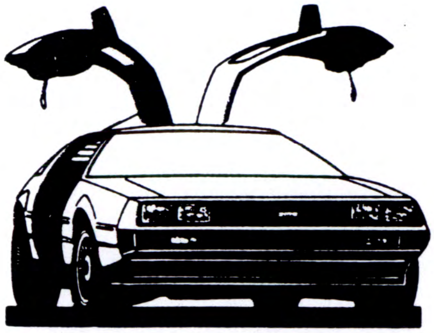

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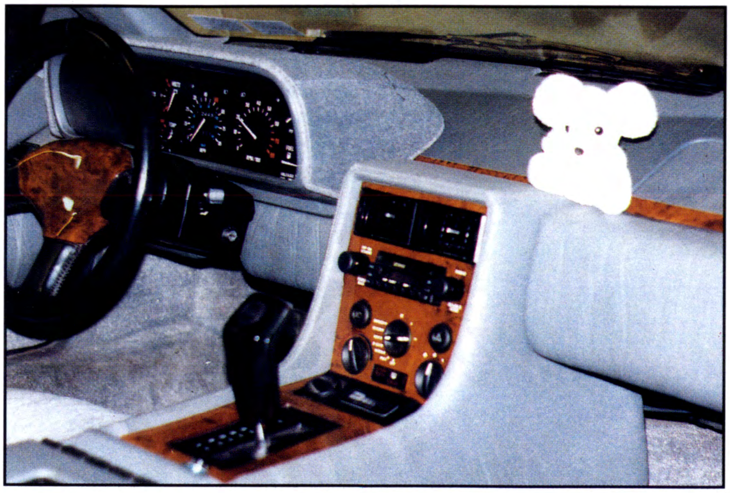

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city state zip

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DELOREAN WORLD

Volume 8, Number 4 • 1991

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CALENDAR

DeLorean Expo '92
December 10-13, 1992
The Pointe at Tapatio Cliffs
Phoenix/Scottsdale, Arizona

On The Cover

Photo submitted by Don Sigler, Altadena, California.

Location: Crestline, California, 5,000 feet; Canon T50, 35-70 mm zoom and 6X cross filter.

V.I.N. 5331, 1981, 5 speed.

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EDITOR'S NOTE

BY KAY MYHRE

Gracing this page is a photo of Millie and Muffin, and an evening's work of preparing DeLorean World for delivery to the post office. This process is directed expertly by Millie Bernstein, Mailing Chairman and Area Regional Chapter Director.

Millie, a.k.a. "Millie Mouse", is never idle, yet always presents a serene demeanor. Genuinely sincere, with a gentleness and strength of character, she is one of those concerned and dedicated people who make a difference. But she is subtle, and few realize her many accomplishments.

As Area Regional Chapter Director, she is working with Robert Lamrock to form a new chapter in Europe. The DeLorean Owners Association has acquired a solid international dimension as evidenced by the many countries represented at the Tenth Anniversary Expo. In this issue, Mr. Lamrock tells us about his determined adventures acquiring his DeLorean, chronicled in "The Longest Decade".

Ulster Television, Northern Ireland, under the direction of Robert Lamrock, recently aired a five minute special on the DeLorean and the DeLorean Owners Association. A reporter's commentary began with, "It's ten years since the doors of the DeLorean factory closed for the last time. In its short but highly publicized lifetime, the plant turned out over 8,000 cars, most of them for the American market. Since then, the car has starred in 'Back to the Future' movies and there's a thriving owners association. In this special report, Gary Gillespi finds out what DeLorean owners think of their cars ten years on."

Several owners are interviewed at Expo 91 in Las Vegas, including a native son of the car's origin hailing from Northern Ireland, Robin McNeill. Dev Bradley, who indicates it is usually easy to locate his car in a parking lot, adds, "It's interesting to be in a place where I have to search for my car since they all look alike."

The television viewer listens to Elvis Presley sing "Viva Las Vegas", and watches DeLoreans drive along the Las Vegas strip by night, and across the desert on a rallye by day.

Millie and Muffin.

The viewer enjoys the exciting scenes of the EXPO, the Concours, memorabilia display, banquets and receptions, as Mr. Gillespi continues.

"Yes, for one weekend only, the strip which is normally famous for roulette wheels, reverberates to the sound of steel wheeled sports cars which originated in Dunmurry, for this is the tenth annual DeLorean EXPO, a get together for three hundred people from the United States, Canada, France, Germany, Switzerland, and Northern Ireland, to share a common love of the distinctive gullwing dream car. The weekend is organized by the two thousand strong DeLorean Owners Association and run by enthusiastic volunteers."

This is positive press, in the land of the automobile's origin, reflecting on a painful chapter in automotive history a decade ago. The true significance of the DeLorean is emerging in the coming second decade for DeLorean Owners and connoisseurs of collectible cars.

Kay Myhre

PRESIDENT'S MESSAGE

BY DAVID KNUDSON

Your Board of Directors wasted no time getting started taking on Association challenges for 1992. January 4th and 5th, we gathered at the Quail's Inn at Lake San Marcos, California for an in-depth planning session.

Topics that we covered included: Growth, DeLorean World, Association Products, the Association and DeLorean Image, Chapters, Financial, Technical, DeLorean World Advertising and numerous others. This is not to say that these areas are fraught with problems but that improvements in all areas can be made.

It was not our goal to implement new ideas that day or even to solve the problems but to define areas where improvements may be made. It will be up to the Board in its formal meetings to sift through the ideas, analyze them and implement the best. Of course, input that many members provided when they returned our questionnaires was also an integral part of the format.

An emphasis was put on free and creative thinking for the session so some of the ideas were pretty wild. (How about a DeLorean Owners Association Rose Parade float?) Discussions spanned nearly eight hours, so I can't give you a full report on all of the thinking, but I will give you an overview. Please keep in mind that NONE of these ideas have been analyzed yet, let alone implemented, so your input is always welcome.

Group #1 tackled the topic of "Membership" first. Although it's slight, there has been a membership decrease over the last two years. Most of the decrease has been attributed to the increasing cases of members selling their cars to car dealers who then proceed to remove any reference of the Association, including the window sticker, from the car before they sell it. Voila! the new owner doesn't know we exist.

This is born out time and time again at our events. There is always at least one, and often even more, DeLorean owner who sees the cars gathered in a parking lot and comes over remarking that he'd just bought his car and had never heard of us. Invariably, he'll join on the spot.

Membership growth suggestions included sending all members interior glove box stickers that would provide Association information, increasing ads in auto (and even non-auto) magazines, and running Association ads in the DeLorean classified sections of major city newspapers around the country. Additional thoughts included ongoing news releases sent to newspapers and auto magazines regarding Association events as well as feature-length articles.

The "DeLorean World" discussion centered around methods of encouraging qualified members to submit technical articles, introducing a letters-to-the-editor column and methods of distributing the magazine to the public. A suggestion was made to convert maybe one or even all DeLorean World editions to videos.

On the topic of "Products", suggestions were made that we run ads in auto magazines for the products and sell them to the public. (Currently, as you may know, Association products are sold only to members.) Product ideas like leather jackets, car covers, annual collector posters and calendars were discussed. An idea was introduced for a poster contest.

The expansion of our chapter base was discussed at length but brought back memories of the numerous members across the country who had promised to develop chapters only to do little or nothing, serving only to alienate many local members. Additional methods for supporting our existing chapters were proposed and it was suggested that we, once again, encourage new chapters by running an ad in DeLorean World.

The "Events" topic was the first tackled by Group #2 and covered a wide range of suggestions for activities, including seasons, prices and locations. Additional subjects included possibly expanding events to include the public, linking into various charities, entering all-car Concours, increasing chapter participation in events and using professional event management services. Increasing local parade participation was also addressed.

The "Technical" subject brought suggestions for expanding service centers across the country, producing technical videos, etc.

"DeLorean World Advertising" discussions centered around methods of acquiring national advertisers and reviewing our advertising rates.

Various methods of improving the image of the DeLorean marque were reviewed.

Finally, the financial condition and management of the Association was addressed. It was pointed out that the cost of virtually everything, particularly insurance for the Association, had increased considerably over the last nine years and that usable funds were diminishing accordingly. Various methods of improving the cash flow and reducing costs were suggested. Hiring a full-time or part-time Association manager or a professional management service was also part of the discussion.

In summary, it seemed that the need to increase membership and income received the most attention. Now it's time to gather all of the ideas together and begin implementing them.

Area Regional Chapter Calendar of Events for 1992

Past - Present - Future

BY MILLIE BERNSTEIN

If you've missed an event in your area, make sure you contact your local Area Regional Chapter Coordinator regarding upcoming activities and get on their mailing list.

AREA REGIONAL CHAPTER 23

Ohio
Guy Avellon, Coordinator
(216)734-6664

Feb 1-9	Auto Show Veterans Memorial, Columbus
April (TBA)	Pizza and Planning Party, North Olmsted
May (TBA)	Meri- Flora Show, Rallye, Picnic, Columbus
May 29-31	Nissan Grand Prix, Camel GTE, Mid Ohio Race Course, Lexington
June 21	Stan Hywet Classic Auto Show, Akron
June 26-28	Vintage Grand Prix Mid Ohio, Lexington
June (TBA)	Earth Angel Charity Cruise, Lancaster, OH
July (TBA)	Put in Bay Tour
July (TBA)	Roscoe Village Tour
Aug. (TBA)	North Coast Winery Tour
Aug. (TBA)	Shaker Square British Sports Car Show
Sept. (TBA)	Peek'n Peak Nigara Tour
Sept. 11-13	Budweiser Cart 200 & Trans Am Races, Mid-Ohio, Lexington
Oct. 3-4	Fall Clinic & Southern Ohio Leaf Tour & Drive, Cincinnati

For details of each event, contact the event chairman or regional coordinator. We invite, encourage and welcome all those in bordering states and beyond to attend our events.

AREA REGIONAL CHAPTER 7

Northern Illinois & Southern Wisconsin
Don Gowler, Coordinator
(708)397-0322

April 5	Sunday-Opening Brunch & Election of Officers
May 16	Saturday-Tech Session Union Grove, Wisconsin
June 13-14	Social activity and overnighter
June 28	Lambs Farm Car Show- Libertyville, Illinois
July 18	Tech Session Union Grove, Wisconsin
Aug. 9	Social Activity, Cornfest Parade
Sept. 19	Tech Session Union Grove, Wisconsin
Oct. 4	Social activity, Rallye and Dinner

All dates are tentative

AREA REGIONAL CHAPTER 2

Pennsylvania
Ronald Finelli, Coordinator
(215)789-4326

Jan. 26	Super Bowl XXVI Party
Feb.	Atlantic Classic Car Auction & Flea Market, Atlantic City Convention Center, New Jersey
Mar. 14	Annual Election of Officers Luncheon
May 2	Willow Grove Auto Show, Willow Grove, New Jersey
May 15-17	Eastern Regional Run III, Mystery Weekend Seasons Resort, Great Gorge, New Jersey
June 28	Philadelphia Vintage Grand Prix Show
July	Summer Tech/Social, Door Adjustment
Aug. 9	New Hope Auto Show, New Hope, PA
Sept. 6	Duryea Days, Boyertown, PA
Oct.	Fall Safety Check
Nov.	Road Rallye
Dec.	Holiday Social

AREA REGIONAL CHAPTER 36

Long Island, New York
Eleanor Rogers, Coordinator
(516)491-1248

Jan.	House Party, Las Vegas Video
Feb. 29	Technical Seminar at Rob Grady's
March 28	Anniversary Dinner - Bavarian Inn, Lake Ronkonkoma
April 25	Rallye to Montauk Point
May 15-17	Eastern Regional Run III Murder Mystery Weekend, Season's Resort, Great Gorge, New Jersey
May 24	Sports Car Club of America Car Show, Planting Fields Arboretum, Oyster Bay, New York
July	Pool Party (place and date to be announced -If you wish to offer yours, please do)
Aug. 22	Picnic ar Robert Moses State Park
Sept. 5	Lime Rock, Connecticut
Oct. 24	Rallye to Hyde Park, NY Lunch & Dinner
Nov. 14	Wine and Cheese Party at Eleanor Rogers' House
Dec. 5	Holiday Party- Place to be Announced

Chapter Calendar

(CONTINUED)

AREA REGIONAL CHAPTER 9

Southeast Texas
Mary Ruth White, Coordinator
(713)664-1833

Jan. 8	Monthly Business Meeting
Feb. 1	Mystery Event
Feb. 5	Monthly Business Meeting
Feb 29-Mar 1	2 Day Mardi Gras Weekend
March 7	St. Patrick's Day Parade, Make Ready Work Day and Monthly Business Meeting
March 14	St. Patrick's Day Parade, Monthly Business Meeting
April 1	Monthly Business Meeting
April 4	Rallye and Bar-B-Que Dinner
April 25	Bluebonnet Rallye to Brenham, Texas
May 6	Monthly Business Meeting
June 6	Monthly Business Meeting
June 27	4th of July Parade, Make Ready Work Day
July 1	Monthly Business Meeting
July 4	Fourth of July Parade and Picnic at Friendswood
Aug. 5	Monthly Business Meeting
Sept. 2	Monthly Business Meeting
Oct. 7	Monthly Business Meeting
Nov. 4	Monthly Business Meeting
Dec. 2	Monthly Business Meeting

AREA REGIONAL CHAPTER 12

Southern California
Dev Bradley, Coordinator
(805)268-8832

Feb. 14-16	Gold Coast Adventure Radisson Suite Hotel, Oxnard, California
March 14	St. Patrick's Day Parade
July 4	Parade, West Covina
Dec. 10-13	DeLorean Expo '92, Scottsdale, Arizona

AREA REGIONAL CHAPTER 37

Utah, Wyoming, Southern Idaho, Western Colorado
Everen T. Brown, Coordinator
(801)364-2646

Intermountain chapter members get together on a bi-monthly basis. Everyone is welcome to attend. To get the latest listing of events contact chapter coordinator, Everen T. Brown and it will be sent to you immediately.

Dec. 10-13	DeLorean Expo '92, Scottsdale, Arizona

AREA REGIONAL CHAPTER 3

Minnesota
Bruce Benson, Coordinator
(612)429-6912

Dec. 10-13	DeLorean Expo '92, Scottsdale, Arizona

AREA REGIONAL CHAPTER 22

Massachusetts, Maine, New Hampshire
Lloyd Teran, Coordinator
(617)653-1720

May 15-17	Eastern Regional Run III, Mystery Weekend, Seasons Resort Great Gorge, New Jersey

AREA REGIONAL CHAPTER 5

Georgia
Tom Long, Coordinator
(404)449-1968

Feb. 15	Peachtree City, GA Hose, Joe Lore, Dinner at Corell's
March 21	St. Patrick's Day Parade, Dublin, Georgia Caravan North to Madison, Georgia to see the beautiful homes, dinner
April 11	Tech Session by Joe Lore and Paul Pittman
May 9	Dinner Meeting at Billon's Pub, Indian Trail Road in Atlanta
June 6	Covered dish lunch, Tech Sessions & DeLorean Radio Control Model Car Rallye at Byrne and Marian Heninger's in Gainesville, Georgia
July 18	Caravan Trip through North Georgia to Amicalola Falls and the new lodge at the Falls
Aug. 22	Trip to "The Lost Sea" in Tennessee between Chattanooga and Knoxville
Sept.19	Day Trip to Barnesville, Georgia for their Annual Buggy Days Celebration
Oct.	Day Trip to Birmingham, Alabama to see some of the special places in this wonderful city and sample their cuisine
Nov. 14	Tech Session and covered dish dinner at Tom & Simi Long's in Alpharetta
Dec. 4	Holiday dinner dance at the Atlanta Athletic Club

AREA REGIONAL CHAPTER 35

Stoney Point, New York
Gail Geraldi, Coordinator
(914)429-0121

May 15-17	Eastern Regional Run III, Mystery Weekend, Seasons Resort, Great Gorge, New Jersey

DeLorean Owners Association

MEMBERSHIP SURVEY RESULTS

COMPUTER ANALYZED BY JON SPURLIN

The DeLorean Owners Association is interested in learning about its members, your participation in Association activities and what your expectations are for the Association. Your response was combined with all received and presented to the National Board of Directors to use in developing goals and activities for the DeLorean Owners Association. -Editor

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There were 149 people that responded to the DeLorean Owners Association member survey.

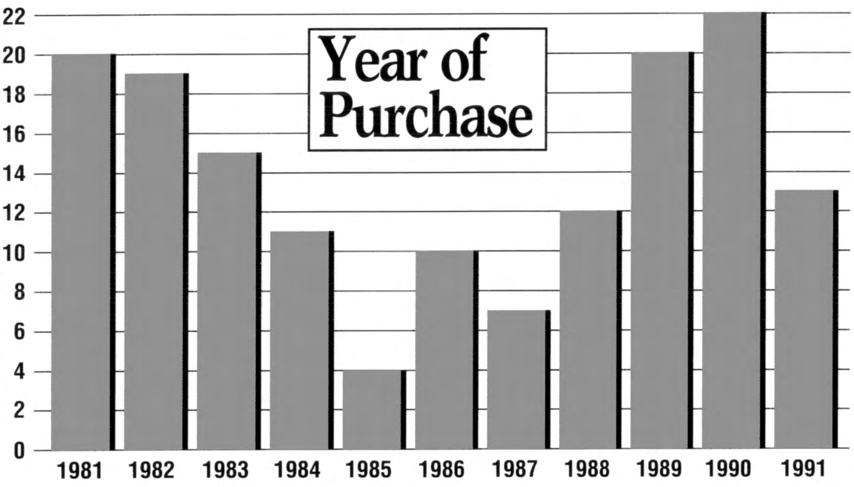
Question 1 was to try and keep records of VIN numbers up to date. Most cars in the survey were purchased between 1981 and 1983 or 1989 and 1990 and driven mostly by males. A lot of cars have low mileage and low yearly mileage.

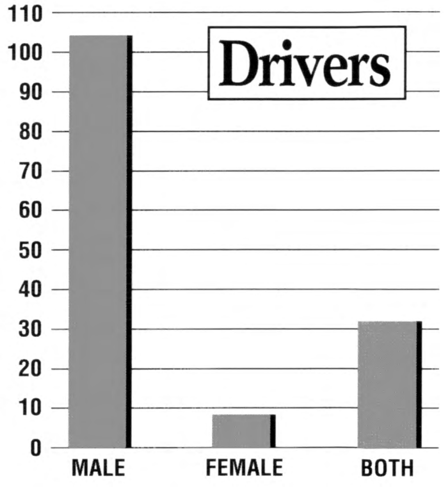
Surveys were received from 36 states, Germany and England. Membership was mostly couples aged 40 to 55 representing 16 chapters. Most people responding are recent members.

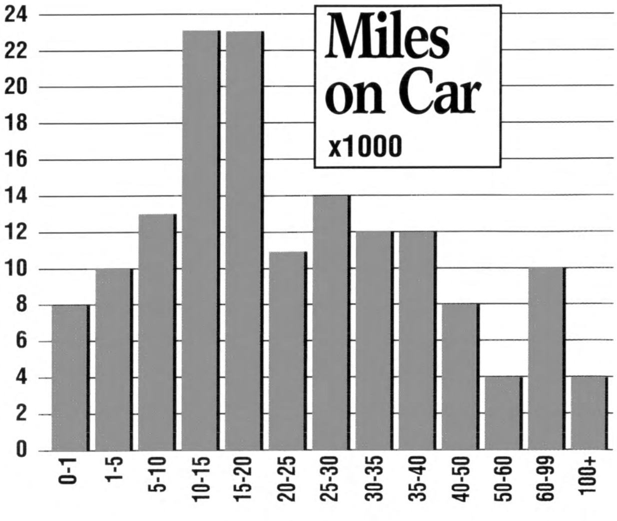
National, regional, technical and auto shows were the most popular activities. Most people are members for the magazine, parts, service, repair and to learn more about the car.

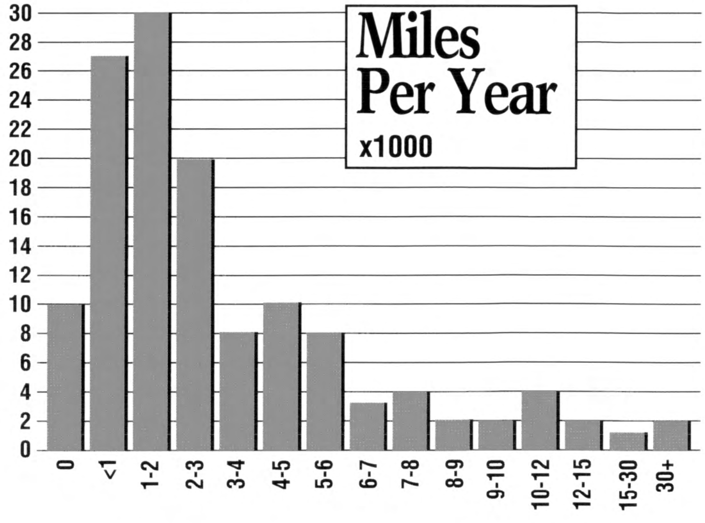
Articles enjoyed were feature articles and technical articles. A few people have offered to write articles and some people have interchangeable parts.

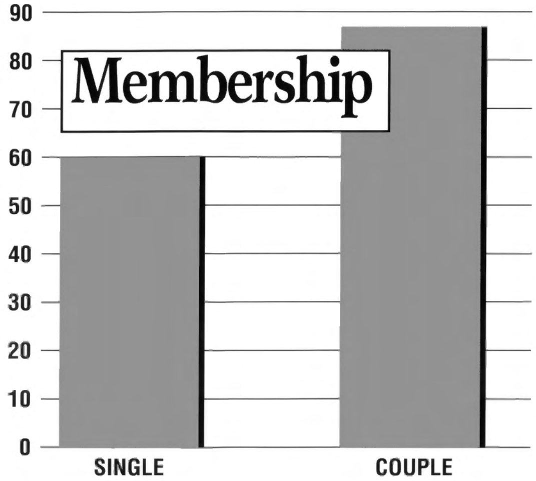
Overall, people seem to be interested in parts, service, technical and general information about their automobiles.

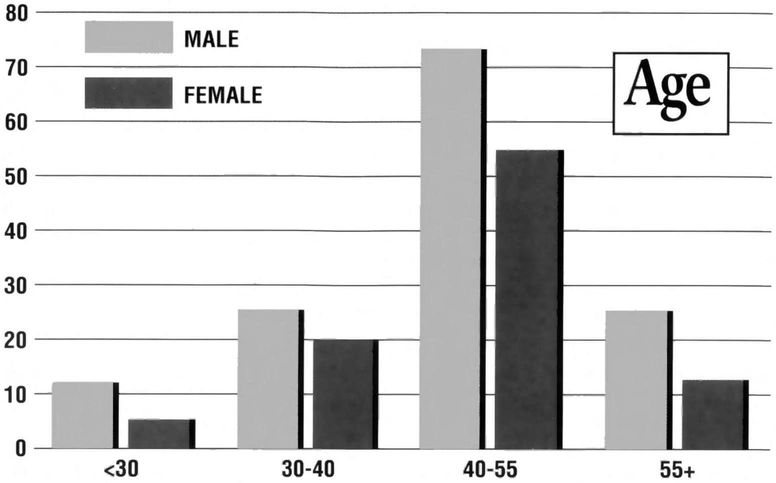


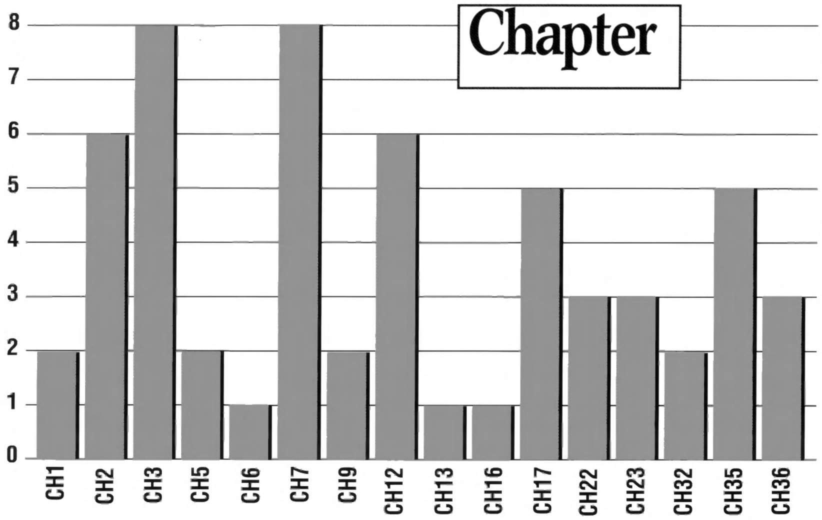


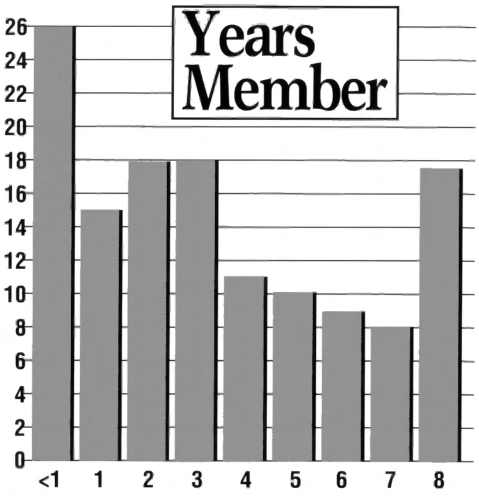


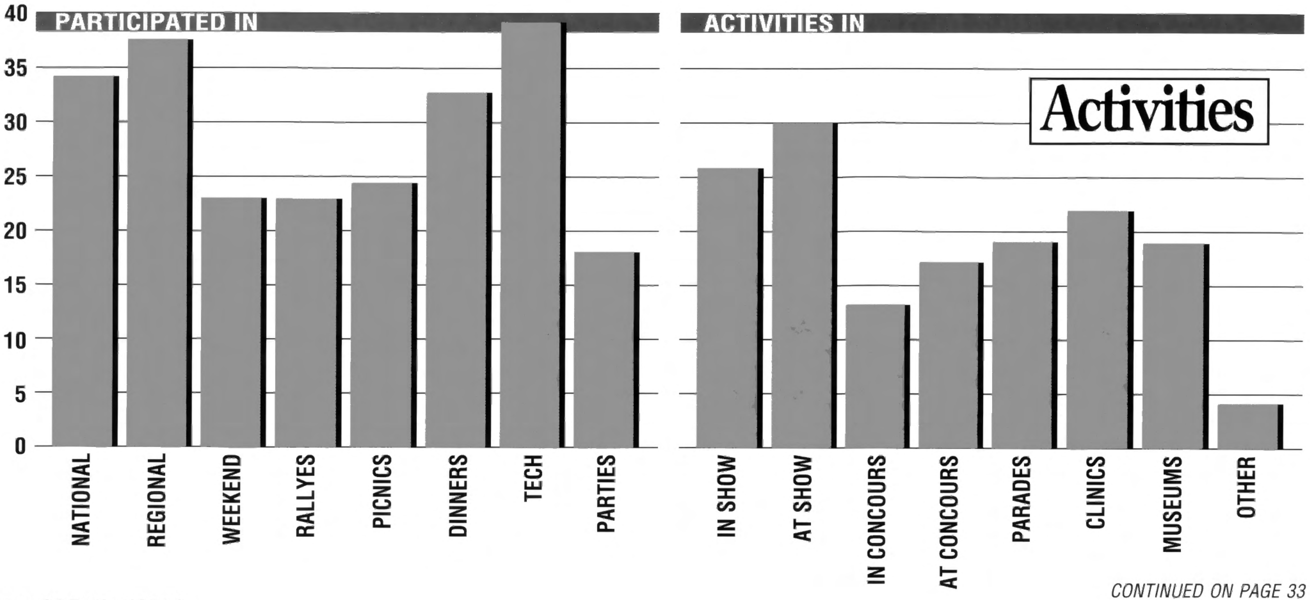












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The DeLorean Driving Experience, Part II

BECOMING A SMOOTH DRIVER

BY GUY T. AVELLON, CHAPTER 23 COORDINATOR

The best example of smooth and cool driving was several years ago at the Indianapolis 500. This was the race where Danny Sullivan spun out in front of Mario Andretti toward the final laps of the event. (OK, you sports buffs may now amaze your friends by proudly announcing the correct year, amid mild speculation that the author did not know the correct date and was pressed to meet a deadline before accurate research could be accomplished from a sunny beach on Maui!) Everyone thought Danny did a remarkable job of keeping control of the car. In my eyes, the best control was exercised by Mario.

If traction is lost at speeds around 180 miles per (for that matter, at 20 mph on an icy road), you're along for the ride. The gods of friction cause your brakes and steering to become ineffective. The laws of physics make you go in a straight line, a tangent to the point where adhesion is lost, until the god of gravity slows the projectile down enough to where adhesion may be reestablished—at which time you had best have your tires pointed in the direction you really wish to go! (In layman's terms: Murphy's Law aims you at the only unmovable object in sight, for miles, which you could ever possibly hit—and your insurance premium check has been lost in the mail!)

Why do I believe Mario exhibited great control? He avoided colliding with Sullivan! However, this goes beyond the act of avoidance; he did so without also sending his car into an uncontrollable spin and possibly an unforgiving wall. Any quick, harsh moves at 180 mph and you'll lose control, friction and respect from your launderer. Calmly but smoothly, Mario moved down to the inside of the track, thus avoiding the spinning Sullivan. Overcorrection could have been very easy. It was an excellent display of discipline and self control. Unfortunately, youth and bravado beat old age and skill and my man lost again— but he's consistent and smooth.

Smooth driving works as well off the track as on. Last summer I was driving around Columbus I 270 during the rush. Road construction had the traffic narrowed to two lanes; one on the berm, the other within a whisper of the concrete "Jersey port-a-walls" and all of us are doing more than the limit. I was in back of a young girl in a Pulsar NX who was behind a pickup with a camper top. The concrete barrier finally ended, which appeared to offer three open lanes to the left, so the Pulsar whipped around the truck only to be greeted by a conclave of orange barrels. Reacting to the situation facing her, she whipped right—right past my lane and into the berm lane. Not expecting to share their lane with another car, the berm car excuses itself and heads for the ditch. Now the Pulsar overcorrects to a very hard left. I see her rear tires go and I figure things are looking bleak for my lane again. The car behind me is the customary six feet from my rear. Doubting he can stop as fast as the DeLorean, I raise my right hand, in warning a supplication, and step quickly on my brakes; hard, to about the locking and upright position, then quick off and on again.

The upward hand had warned the driver to my rear (this had worked before, but make sure he sees all your fingers), so did the momentary smoke from my tires, because in those two seconds the Pulsar had shot straight across my path and passed unscathed between two barrels where she safely came to rest. After I saw I wasn't going to T-bone the Pulsar, I quickly got back on the throttle to avoid being rear-ended. Talk about your adrenalin rush! Better to flat-spot the tires than the DeLorean's nose.

Sharp jerking motions with the steering wheel upset the balance of the car. When the car's weight is equally distributed on all four wheels, the car is balanced and all is right with the world. As the car goes into a turn, the car's weight shifts to the side opposite the direction of the turn. If we're executing a left turn, the weight shifts to the right with centrifugal force. Since the car is moving forward, inertia will move a little more of the weight to the front right wheel than the rear. In some cases, this leaves the left rear tire off the ground, or significantly unloaded. The vehicle is now totally out of balance. What do you suppose would happen if we were to apply brakes at this time? This is why brakes should be applied before a turn, never during or in the midst of a spin-out as with the Pulsar. We become a projectile.

By applying a little more throttle, gently, wheel torque will transfer some of the weight from the right rear to the front, assuming we're still talking about the above spinning vehicle. The object is to get the car back into balance as quickly and smoothly as possible because the car is very unstable during this transition. But instead of applying more throttle we overcorrect by jerking the wheel in the opposite direction and it's "ride 'em cowboy" time! When we turned the wheel the first time, we transferred weight from one side to the other, compressing springs or coils on the outside while unloading their counterparts on the inside. Springs tend towards normalcy, so the compressed side pushes back. Turning the wheel rapidly in the opposite direction reverses the loading and the weight shift becomes augmented by the previously compressed springs. In this transitory state, the car will appear lighter because of the unstable weight transfer. Now steering and braking are ineffective-even dangerous. The brakes are easier to lock

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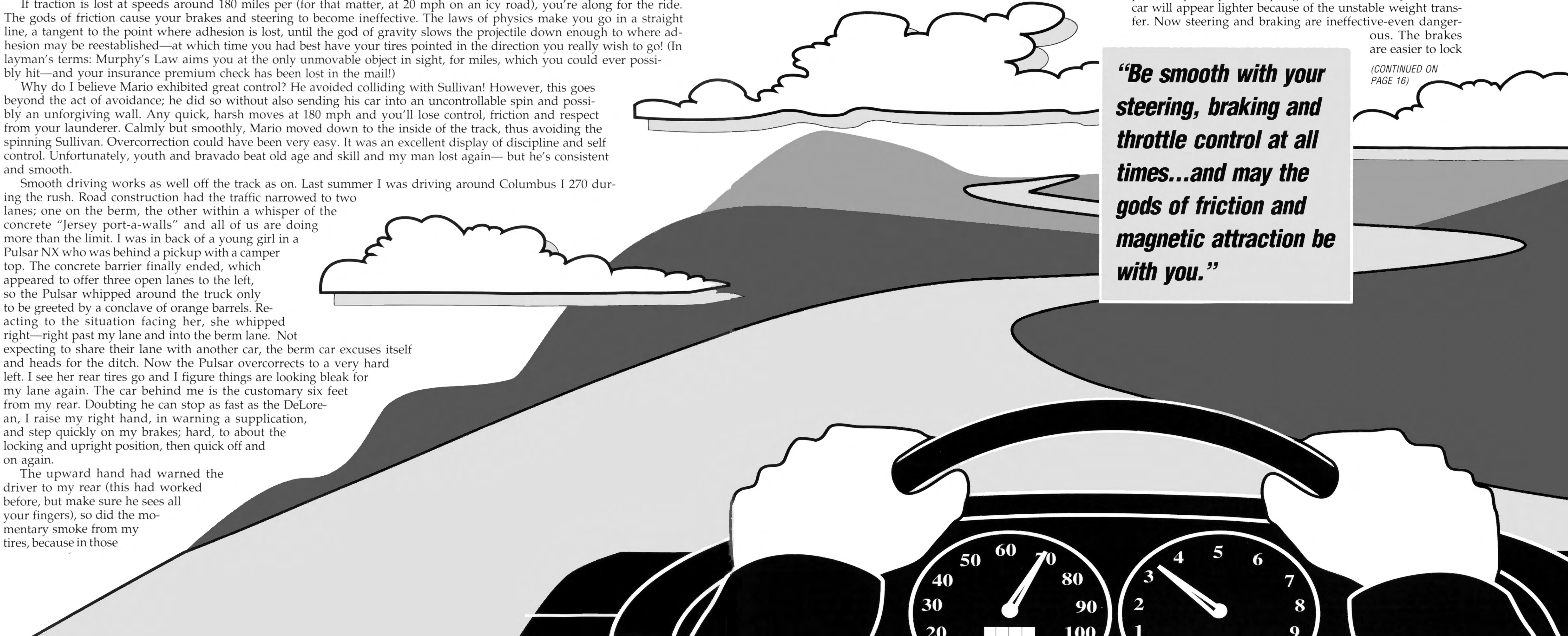
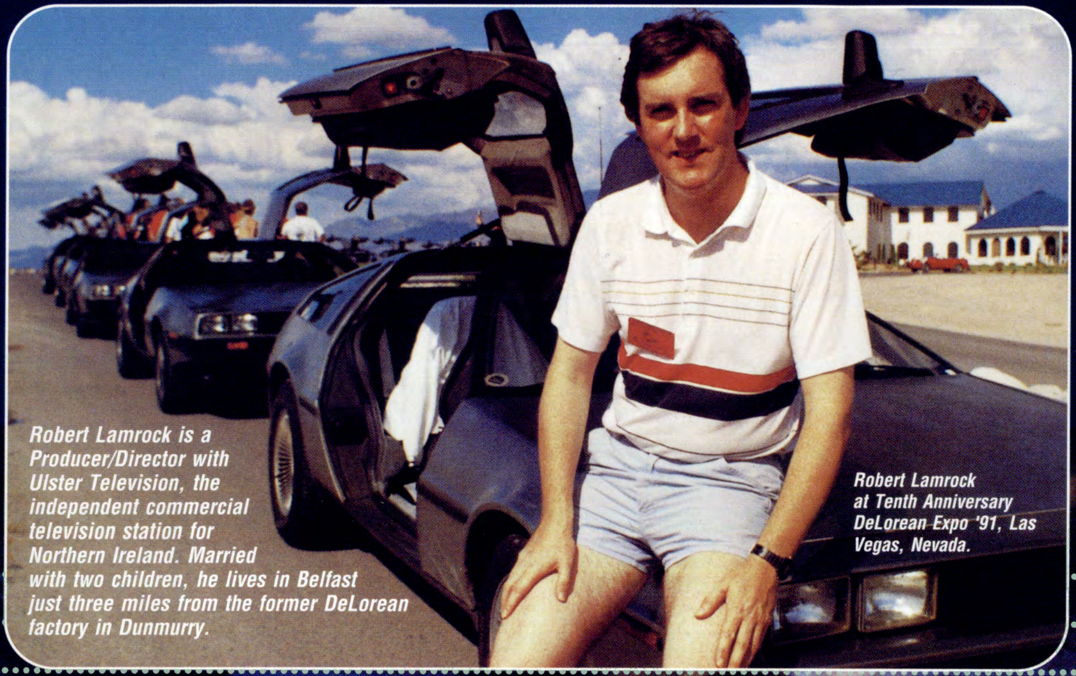


"Be smooth with your steering, braking and throttle control at all times...and may the gods of friction and magnetic attraction be with you."

The Longest Decade

BY ROBERT LAMROCK, PRODUCER/DIRECTOR, ULSTER TELEVISION
CHAPTER 38 COORDINATOR

Ulster Television



Robert Lamrock is a Producer/Director with Ulster Television, the independent commercial television station for Northern Ireland. Married with two children, he lives in Belfast just three miles from the former DeLorean factory in Dunmurry.

Robert Lamrock at Tenth Anniversary DeLorean Expo '91, Las Vegas, Nevada.

DON SIGLER

"...This was the car everyone wanted to see"

It was a damp winter's night in February, 1980 when I first set eyes on the DeLorean prototype. This was the first car to be assembled in the DMC factory and had been on display at the National Dealers' Association Convention in New Orleans. The car was assembled by a team of 12 employees at Dunmurry and was shipped to the USA to be fitted with the final trim and stainless steel skin. Everyone had seen photographs, but not since the government announcement on the 3rd August 1978 that the sports car was to be built in Belfast had anyone here seen a car in the flesh!"Good Evening Ulster" was the title of a very popular one hour news magazine program which Ulster Television produced at that time. Hosted by Gloria Hunniford (who now presents numerous network radio and television shows in London), the program secured the first-ever public appearance of a DMC-12 in the British Isles, accompanied by John Z, himself. I was the studio floor manager that evening as the car was eased through the studio scene dock doors and manoeuvred into position. Men in boiler suits immediately rubbed away any accidental fingermarks and I had quite a job keeping all our staff back from this pristine motor.

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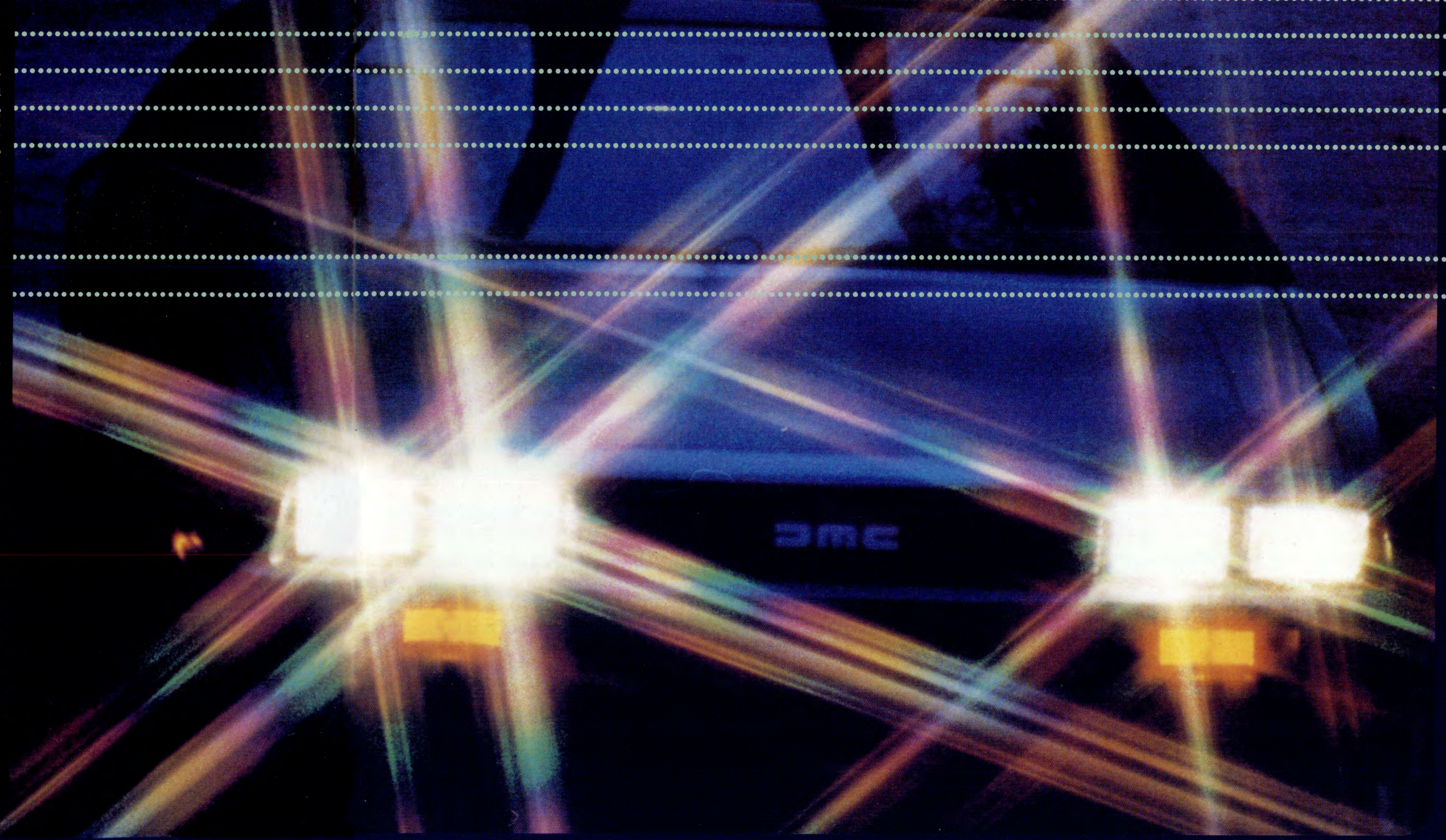

In Volume 8, Number 3, a reference was made to Ulster Productions. The correct name is Ulster Television.

SMOOTH DRIVER *(FROM PAGE 13)*

because of less weight resistance (friction) on the wheels. When the car settles back down on its wheels, we have more downward force from gravity and inertia. The car will suddenly weigh more. If the brakes are locked as the car settles down and is still moving, it will lose traction. It will continue moving forward, out of control; or if at an angle, vector forces will cause automotive pirouetting.

Therefore, braking is also very important. The vehicle's weight transfers forward with harsh braking. A front engine car will nose down while lifting the rear with the weight transfer. Oversteer may result. A rear engine car will squat more, but tends to be more prone to the rear end breaking loose if it is in a hard turn. This too may be overcome by judicious pressure on the throttle; power to the rear wheels will cause a little more squatting, increasing road adhesion, traction and stability.

Practice braking to learn your car's limits. I have a particular off-ramp where I choose a pole at which to apply my brakes and another at which to make my stop (sometimes to see how fast I can bring it down, but mostly to slow without noticing any sudden deceleration). Do not try to stop on a dime and make 9 cents change; you'll scrape everyone from the dash. Of course, make sure traffic is not backed up past your "starting point". This exercise keeps me in tune with any changes in the brakes or the suspension since there is a slight bend in the exit. A truly smooth stop is one where your passenger does not detect any change in motion and remains asleep. Knowing your car's braking, or breaking, limits will enable you to make an emergency stop faster than a car equipped with ABS.

By developing a fine touch with the throttle we can extract the proper amount of power at the chosen time. The throttle pressure can be varied with the toe pressure or using the side of your foot. We want to think of the process as squeezing the throttle. This gives us a real feeling for handling. I've told our offspring to learn to "feather" the throttle; give it a real light touch, as if you had an egg under foot, without inducing more power than necessary. This helps on ice, snow, and keeps the engine from stalling in some situations.

"Practice and experiment to gain knowledge and discipline."

Practice and experiment. This will gain you knowledge and discipline. It does not come easy. It goes against nature and our conceptual instincts; you start to lose traction, go into a spin and you immediately want to get off the throttle completely and jam on the brakes. This can be much worse. Coming off the freeway onto the exit ramp a might too fast will test one's mettle, especially if it's an Archimedes spiral (decreasing radius). Again, the car's geometry is out of balance, the rear is light and we need more throttle to pull us through the turn.

Gearing down has the same effect as braking. At least with a manual shift we can temporize the clutch engagement and throttle, but an automatic has an immediate and harsh braking reaction. Murphy's Law first struck me in the winter of '62. I had talked my father into a 1962 1/2 Ford 390XL. This was so I wouldn't keep hounding him for his T-Bird. The car smoked; got 7 mpg, 10 on a good day. Going home one night on a back road, I decided to move the Select-Shift automatic to a lower gear since the road was snow covered and I didn't want to go very fast. The car geared down and I slid. I was only doing 25, honest!! Now, the only thing possible to hit on this road was a lonely sign post. That I did with no help, thank you very much, from the gods of friction and magnetic attraction. I T-boned it squarely on center, not a centimeter off. Thank the steel gods of yore for good old USA thick gage! Father never knew about the sign, but when he found out about the dump tubes I had welded onto the exhausts....

Point being: the engine causes braking, the gears brake. They may be an asset or hindrance, it depends on the gods of friction. The most difficult lesson is to learn not to take my foot immediately off the throttle, but keep some power on while gently applying brake pressure with my left foot or in a heel-toe manner.

Therefore, if the car starts to become out-of-balance, it is of extreme importance to return it to its balanced position as soon as possible and as smoothly as possible. Be smooth with your steering, braking and throttle control at all times. Don't jerk the wheel, stand on the brakes, or jab the throttle. Any or all of these moves could upset the car's geometry and suspension balance seriously enough to lose control. Practice, be smooth, and may the gods of friction be with you.

Next time, I'll take you on the track.

Good News!!

The DeLorean Owners Association is now able to process Visa, Mastercard and Discover for the membership. Your card may be used for your annual membership dues and for Association products and events.

DISCOVER

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When You Need A Part For Your DeLorean, Do You Know How To Identify It And Its Number • When You Or Your Mechanic Need To Repair Your DeLorean, Are You Sure Of The Procedure • Do You Know Which Parts Have Been Recalled Or Discontinued • Have All The Safety Campaigns Been Completed On Your DeLorean • How Much Was That Part Supposed To Cost •

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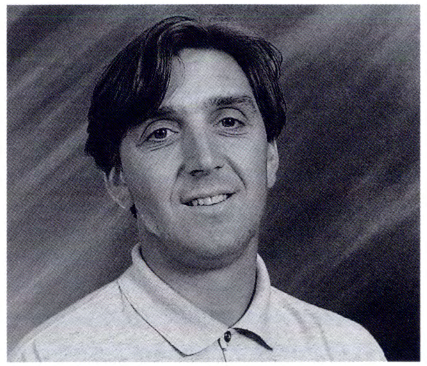
Your DeLorean Investment – the second decade



Stephen Wynne
Co-owner of DeLorean One

This has probably happened to you. The other day, my DeLorean was parked in a parking lot. As I walked up to it and started unlocking the door, a man came over and asked, "That's a DeLorean isn't it?" After answering several of his questions about the engine and doors, he squinted a little and added, "They're nice cars, but $75,000 to $100,000 is too much for my wallet."

Most people think DeLoreans are worth a small fortune.

I've found that most people who are not familiar with our marque think the DeLorean is one of those super expensive exotics like the Acura NSX, Ferrari or Lamborghini that cost a small fortune.

Certainly, inflation has played a role in the ever-increasing cost of all cars, but the exotics have absolutely skyrocketed out of all proportion because the majority of cars on the streets today look very mundane. So, the theory is that if you want something special, you're going to have to pay for it.

It doesn't make good financial sense to sell a DeLorean today.

Most of the people who have considered selling their DeLoreans recently have told me they decided to sell it because they don't want to put a few thousand dollars into it to get it in good working order. So they're trading it in on a $35,000 – $55,000 Lexus, Infiniti, Mercedes, Acura or similar car.

This doesn't make very good financial sense to me for three reasons. Sure, they'll end up with good-looking cars but these cars are hardly in a league with the looks of the DeLorean. In fact, this year, they look even more alike. Secondly, these cars will depreciate $7,000 – $10,000 the moment they're driven off the lots. This is in comparison to putting a few thousand dollars into an exotic DeLorean that will continue to appreciate year after year.

Third, most auto dealers today don't understand the DeLorean market and as we all know, car sales are way down virtually across the board. So, the dealers simply won't give you very much for a DeLorean, let alone a DeLorean that needs work.

Take advantage of appreciation not depreciation.

To me, the smart thing to do, particularly in today's economic climate, is to refurbish your exotic DeLorean, save yourself the big payments and ride the wave of appreciation rather than depreciation.

Now, let's address the big question – the one Ed and I are asked nearly every working day, "What will the DeLorean be worth in the future?"

Chosen one of the top ten collectibles.

Of course, no one has a crystal ball, but both Road & Track and Car & Driver have more faith in the DeLorean's appreciation than thousands of other cars because they have listed it as one of the top ten collectibles for the nineties. The reasons are simple: the DeLorean is a rare exotic and it's greatly undervalued at the moment.

If I'd told you ten years ago that used Jaguar XKE's would be selling for $100,000 today or that Honda would come out with a $70,000 exotic called the Acura NSX, you'd have thought my bungie cord must have been too long. But, taking everything into consideration, $75,000 – $100,000 within the next decade is a very reasonable projection for a DeLorean in top condition.

So, the next time your unique, gull-winged beauty needs work, I suggest you have it fixed right and hold onto it. It'll pay for itself many times over and you won't see another one at every stoplight.

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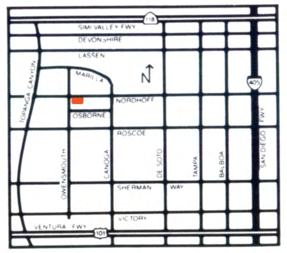

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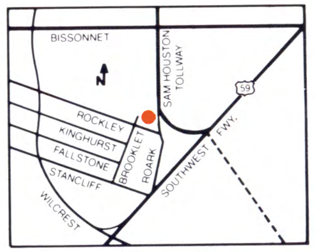

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DELOREAN ONE

Longest Decade

(FROM PAGE 15)

Ulster Television

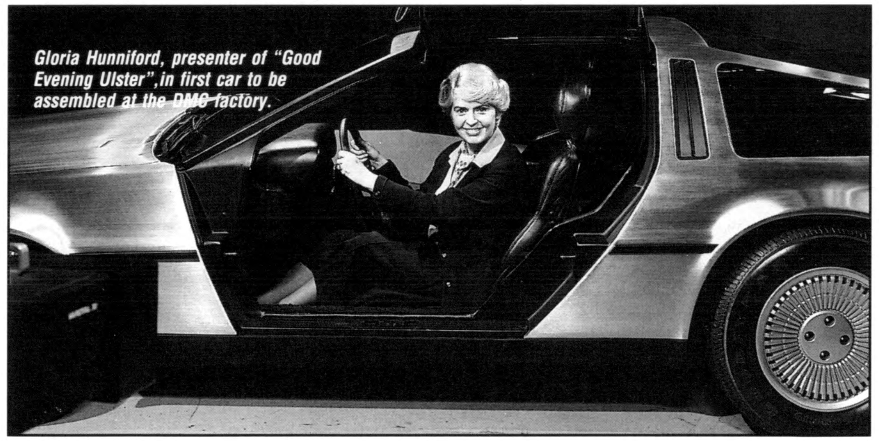
> ***"The first cars ever to be made available for sale on this side of the Atlantic were sold by Northern Ireland Carriers on 14th September, 1982."***

John Z came into the studio right on cue and before long the 'live' interview was over. This was the man everyone was talking about and this was the car everyone wanted to see. As the car was being loaded back into the trailer, I wondered if one day I might own one.

Later that year, my brother and I were invited by our cousin Irene to visit the DMC factory on a family 'open night'. Irene worked for Finance Director Joe Daly in the accounts section—no she doesn't have a Swiss bank account! I met John Z for the second time, and all the family groups had their photo taken with him. Our visit was restricted to the training centre, and a film show in the cinema! The tellus carrier system really was a marvellous sight - robotic trailers following yellow lines on the floor. The expertise displayed was quite remarkable, which was more than could be said of the photographer who took the pictures of us with John Z. A trainee with a photo agency managed to let someone walk into the darkroom when processing the negatives! Alas, poor Yoric, I knew him well.

The first cars ever to be made available for sale on this side of the Atlantic were sold by Northern Ireland Carriers on 14th September 1982. NIC had a contract to deliver DMC cars from the factory to Belfast docks for export and collect body panels from a factory in Carlow. Two transporters carrying twelve cars were seized by NIC to meet a £70,000 debt owed to them, and three months earlier the receiver at DMC lost a High Court action to try to recover the cars. A large crowd attended the auction, and my bankers draft cheque was to no avail against large garage proprietors and wheeler dealers. Will I ever own one of these cars???

One year later, in September, 1983 I was to attend another auction, but a somewhat different proposition. Hartfield auctions in Templepatrick were disposing of several DeLoreans - in kit form! There was an abundance of spare parts, doors, workshop manuals, in fact all 3,582 parts to make up a complete car. My bid of £4,500 was accepted and I at last had a car, if incomplete! My fiancee, Valerie, was taken aback at the prospect of some thousands of car parts taking over our future matrimonial home, but as her dad had worked on the assembly line at the factory he would take a look at my purchase. Accompanied by John Black and a local garage mechanic, we went to the auctioneer's stores - indeed it was all there: chassis, wiring looms, stainless steel panels, bolts, screws, engine, wheels. Sadly the GRP body had been cut into eight with a chain saw. I suspect that this was to prevent yours truly from trying to make good of these parts which probably came from the factory under 'scrap' circumstances. A quick phone call to Lotus engineers in Norfolk confirmed my worst suspicions, the inherent safety features would be lost in rebuilding the cockpit from several pieces. Even Kapac didn't stock a complete body section, and the receiver at the factory was more than unhelpful! Back to the drawing boards.

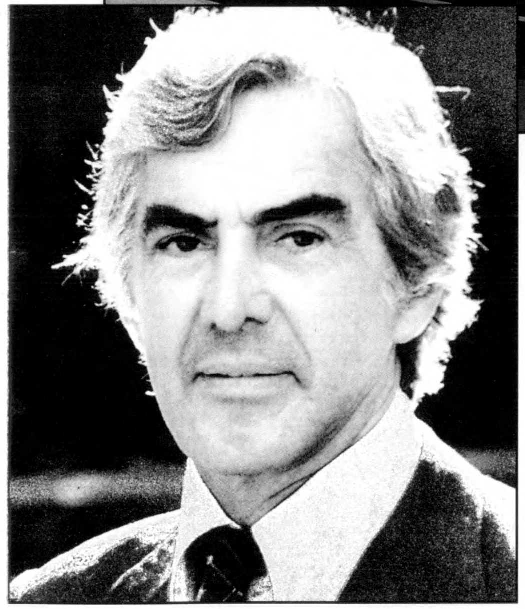

Gloria Hunniford, presenter of "Good Evening Ulster",in first car to be assembled at the DMC factory.

Ken McNally, Ulster Television

It was May of the following year before the final auction took place at the factory. No one could be found to take over the business as a viable proposition, it was the end of the line quite literally. Five cars were sold at the premises, including a rare right hand drive one. Buyers had flown in from all over in an attempt to purchase every last nut and bolt. Three of the cars went to West Germany at a price that was still beyond my pocket. Items included in the three day sale fetched particularly high prices. Lot 309: a 72" x 38" teak finish executive table mounted on a single chrome 4 spur pedestal, fitted 4 drawers. Sold for £320. This just wasn't any desk, John Z certainly isn't sitting behind it now!...

Years go by, but now and again one dreams of ambitions and hopes. In 1988 I read about three DeLoreans in a warehouse in Saudi Arabia, all brand new and no-one wanted to buy them. They were on offer for SR40,000 or £6,700. After extensive research, I managed to track down the Arab selling the cars, but by the time I had reached him, he only had one left. "You won't like the colour!" he replied down the phone line. "What colour do you mean??" I enquired. "Shocking pink, like the pink panther!" he answered. It appears that the particular showroom staff was so fed up with fingermarks on the car that they decided to spray it pink. What a tragedy...

First DMC to be displayed to the public, studio two, Ulster Television, 20th February, 1980. (Below) John Z. DeLorean, 1980/81.



Ken McNally, Ulster Television

Hemmings Motor Guide is a good indicator of car prices and in the fall of 1990, the pound sterling was very strong against the dollar. You can guess what I said when my wife, Valerie, asked me what I wanted for Christmas. Kerry Bogard of Classic Dreamcars in Florida was commissioned to find my dreamcar. He tracked down a five-speed in Kansas City in immaculate condition and 10,500 miles. The deal was done and the car was shipped from Portsmouth, Virginia to Liverpool, England. The customs compound in Liverpool was packed with Chevrolets, Pontiacs, Plymouth Crickets, and RVs, but there in the middle of them sat my DMC.

Following clearance from customs and a 300 mile drive north to Scotland, I managed to catch the last ferry to Ireland, arriving home at 11 p.m. on New Year's Eve. It really was a case of back to the future! My daughter Fiona (4) woke on New Year's Day and said that the new car looked like a rabbit car (gull-wing doors can become ears with a little imagination). "When did you decide to buy a rabbit car?" she asked. I replied, "About ten years ago....and your grandad helped build that car; but that's another story".

The following articles from the Irish Times dated June 11, 1985 and the Daily Telegraph dated June 12, 1985 may shed some light on some of the many rumors heard over the years as to what happened to the dies for DeLorean stainless steel body parts.
-Editor

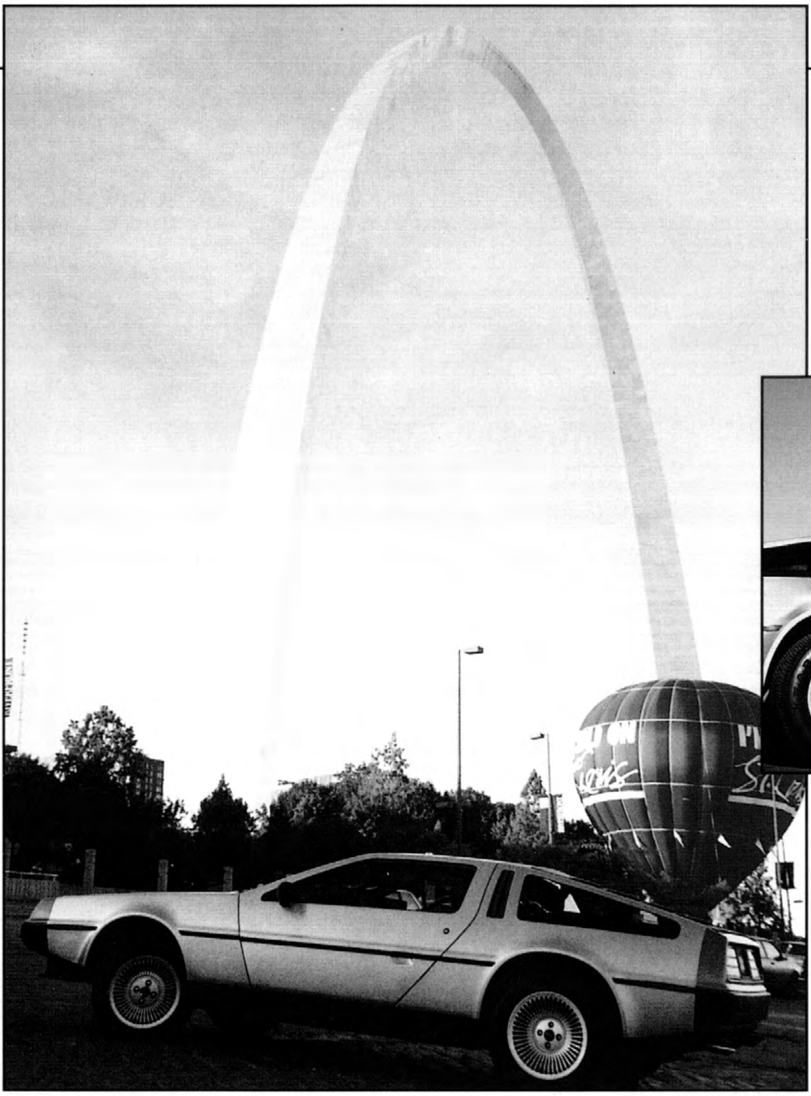
DeLOREAN PRESSES USED AT FISH FARM

DAILY TELEGRAPH REPORTER-JUNE 12, 1985

Sixty tons of stainless steel presses used to stamp out the bodies for the DeLorean sports car in Belfast have been discovered at the bottom of the Atlantic Ocean off the west coast of Ireland—being used as anchor weights in a fish farm.

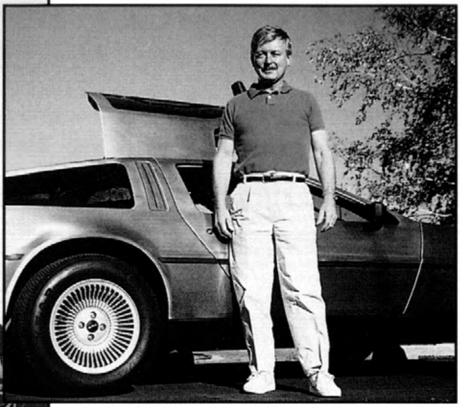
An American businessman, Mr. Gordon Novel, who says he is a business associate of Mr. John DeLorean, 60, discovered the presses at Emerald Fisheries, which is using them to moor huge salmon traps off Kilkerrin, Co. Galway.

(CONTINUED ON PAGE 35)



Dick Palmer

Celebrating the 25th Anniversary of the Arch in Saint Louis, Missouri.



Dick Palmer of West End, North Carolina, is an aerospace structural and mechanical engineer from Long Island and Saint Louis. Now semi-retired, he is ready to travel.

MARK YOUR CALENDER

BY MARY LOU KNUDSON, ACTIVITIES DIRECTOR

Here is a sneak preview of Expo '92.

First of all, it's going to be in Phoenix/Scottsdale, Thursday, December 10 through Sunday, December 13 at The Pointe at Tapatio Cliffs - the most incredible resort we've been to. Just as importantly, it won't cost you a small fortune. It's $99 per suite, and they're all suites. You also get a free cocktail.

Tapatio Cliffs offers every manner of activity, and it's nestled in the cliffs overlooking the Phoenix/Scottsdale area.

The pre-holiday date is intentional because Scottsdale is the perfect place to get those exceptional holiday gifts, so mark your calendar now. (See Page 37).

KJELL MYHRE

DELOREAN MYSTERY RALLYE

BY DAVID KNUDSON

INTRODUCTION TO THE MYSTERY RALLYE

Here are some suggestions that will help you solve the mystery and enjoy the rallye:

1.You can relax because this rallye is not designed to get you confused or lost. Every effort has been made to make the directions as simple as possible.

2. The purpose of the rallye is to gather clues, fill in the blank spaces, and to solve the case. However, ALL of the clues will either be in the story, in the murder note or at locations where you will stop and get out of your car. You will not need to search for the clues while driving. Although you will pass by several suspects' houses as you drive, do not stop at them because there are no clues at these homes.

3. If, by chance you do make a wrong turn, simply retrace your turns. If you get hopelessly lost, drive to the Brookside Country Club, our final destination. Any gas station attendant can tell you how to get there.

4. This is not a timed rallye. Your time will not be checked at checkpoints. However, so that you can arrive at the banquet destination in time for the 5:30 p.m. reception, leave the Huntington Gardens no later than 3:30.

5. Drive carefully, and spend a little time at some of the sites like The Huntington Gardens, The Old Mill and The Gamble House. Enjoy yourself.

6. The numbers in parentheses indicate driving distance in tenths of miles.

7. In order to fill in the blanks for your clues, you will need to follow the detective's directions and go where he goes.

8. To win the Grand Prize, you must fill in all of the blanks correctly. If more than one participant fills in the blanks correctly, names will be put in a bowl and the winner's name will be drawn. Turn in your completed form at the check-in desk at the country club.

PLEASE PRINT YOUR NAME HERE

____

My name is Dietrick Lorean. I hate the name Dietrick. So everybody calls me 'Dee'.

I'm a private eye and I'm the best.

Follow me through Pasadena's crime of the decade and see if you can solve it like I did.

It was May 18th, 1940, five in the morning. The doorbell jolted me out of a sound stupor.

Stumbling to the door, I was greeted by a blonde beauty, dressed to kill.

"Daddy's been murdered and the cops don't know what they're doing!" she blurted. It was easy to see she was anything but a grieving daughter, however.

I shook my brains awake and realized I was gaping at the society page's cover girl, Kimberly Huntington.

Her "daddy" was a millionaire, Harrington Huntington. Although he always claimed his fortune came from his ho-

(CONTINUED ON PAGE 26)

Several members heard about the "Mystery Rallye" concept and requested that we publish an "example". Here it is in its entirety. We had to twist David Knudson's arm for permission to reprint his original version. When planning your rallye, he suggests three major guidelines: 1.) Select points of interest within a specific limited area, driving for 10 miles between locations is too long; 2.) Participants should park and be out of their cars to stretch and to find clues, do not have participants trying to find clues while driving; 3.)Turns and intersections must be safe. Make right hand turns out of side streets as opposed to left hand turns into traffic. Do not create dangerous driving conditions. Focus on driving your cars safely. *-Editor*

Letter to Membership Director

Jay Gibbison

Dear Sir/Madam,

Although I do not currently own a DeLorean, I would love to join the DeLorean Owners Association. I only realized the other day that there was such an organization and I think the idea is brilliant. Only about 5 DMC-12's ever made their way to Australia. One is owned by a man who lives quite close to me and I have often seen it at car shows. This is the same DeLorean in the photo I have sent you. When I hear from you, I will write back to you straight away. Thank you.

Jay Gibbison,
Western Australia.

SPECIALTY AUTOMOTIVE
DE LOREAN PARTS

The northwest has always been a hotbed of car enthusiasts, and we have been part of that activity for over 27 years. After getting involved with DeLoreans some years back, it quickly became apparent that quality parts and fair prices were going to be hard to find. Specialty Automotive was born out of that need. We began filling a service void while assembling one of the largest inventories of genuine DeLorean parts in the country. Now, nearly six years later, Specialty Automotive is one of the largest mail-order-only DeLorean parts dealers in the United States. We have over 10,000 genuine DeLorean parts in stock, with access to thousands more. Compare our service to other mail-order sources:

- **Open seven days a week 7:00 a.m. to 10:00 p.m. west coast time**
- **All phone calls returned, even if we don't have what you want, at our expense.**
- **We pay UPS shipping on all prepaid orders, or we ship C.O.D. and you pay shipping (to keep prices down bank cards are unfortunately not accepted).**
- **We will gladly direct you to other sources if we can't help you.**
- **We will provide interchange information when available.**
- **Friendly, no hassle service and advice.**
- **Due to low overhead, we offer the lowest prices on nearly everything.**

We are also developing new products, such as our aluminum bolt-on water pump pulley. It allows use of a much less expensive Volvo pump, and ends the problem of pulley removal. The pulley is $79.95 and we can supply the pump for $119.95. Watch for our all-steel lower control arm , stock or lowering, coming soon!

Give us a try. Genuine DeLorean parts at reasonable prices. Everyday.

1510 Lakemoor Loop Court • Olympia, Washington 98502 • 206-943-2497

POOR MAN'S ONE LAP

BY BRUCE BENSON, CHAPTER 3 COORDINATOR

We've seen a considerable amount of DELOREAN WORLD devoted to the One Lap Rallye and to be sure, it's a worth while cause (in addition to being a great adventure) but what about the rest of us scattered around fly-over land? What can we do to put a little adventure into our DeLorean's life?

Competitive events carry with them a degree of liability and covering that expense make them cost prohibitive for the DeLorean Owners Association to sponsor. You could join The Sports Car Club of America who sponsors rallies several times a year in every region of the country-but you don't have to be that formal. Why not just take your DeLorean on a cross country vacation?

> ***"The safest place for a ship is in the harbor, but unfortunately they weren't designed for that."***

Driving cross country in a DeLorean is always an adventure. You don't need to be part of a One Lap Rallye to be an attraction at rest stops. The car is an attraction by itself. If you've made cross country friendships with other DeLorean owners, give them a call. Maybe you can build a caravan along the way. Dick Ryan of Steamboat Springs, Colorado called me prior to our driving to EXPO '91 and suggested our three car caravan from Minnesota meet him and his wife in Vail. He then called Guy and Linda Avellon from Ohio along with Everen Brown and his group from Utah. We covered the last hundred miles with a nine DeLorean caravan. It was fun meeting other members from distant states and my only regret was time didn't allow getting to know them better.

We've driven my wife's Lincoln cross country and while it was comfortable, it was hardly eventful. DeLoreans seem to find their own adventure. Something as simple as traversing 110 miles of no services desert on less than a half tank of fuel can be quite an adventure. Just ask Guy Avellon. His face had fun written all over it after coasting down that last long stretch of mountain.

Paul Cerny, Don and MaryLou DeBolt, my wife Carole, and I made the trip home from Las Vegas together. After a lunch stop in Vail, Carole and I took the lead. Paul, Don and MaryLou were about a half mile behind us when Don's car popped an intake tube off one of the turbochargers. C.B. radios do not carry well in the mountains so we got only enough of their message to let us know there was some sort of a problem. We pulled to the side of the Interstate at the first opportunity and waited. No DeLoreans.

After what seemed like a long time-but not long enough as it turned out-I decided to find an emergency turnaround and go back to the rescue. Don got his car going and with Paul behind, proceeded to chase us. We, in the meantime, were headed in the opposite direction looking for another turnaround spot. We must have crossed paths in one of the areas where the two lanes are hidden from each other. By the time things got straightened out we had two DeLoreans approaching triple digit speeds trying to catch a third DeLorean two miles behind them, which by the way, was surpassing triple digits in an attempt to catch up. If you ever watched a dog chase his tail you have a good grasp on what was going on here. I don't know the record time from Vail to Denver but I'd appreciate some advice on removing Carole's fingerprints from the dashboard. We managed to catch each other about ten miles west of Denver and had a good laugh about it over dinner.

If your DeLorean spends it's life in your garage while your adventures are experienced in your armchair, maybe you should break out your road atlas and think about summer. I've called a couple of DeLorean friends in Georgia and suggested meeting in mid-America sometime next summer. We're looking forward to it.

> ***"DeLoreans seem to find their own adventure."***

A retired lady admiral, whose name escapes me, was asked about her many years of Naval service. She was one of the oldest admirals at the time of her retirement and in her reply she said, "The safest place for a ship is in the harbor, but unfortunately they weren't designed for that."

That expressed my feelings exactly regarding 'stored' DeLoreans. If you're looking for big returns on your investments, there are better places to park your money. Certainly the car will grow in value over the next several years, but I think we all should realize it's probably not going to pay off the mortgage. It is a car that can put some adventure in your life.

MYSTERY *(FROM PAGE 23)*

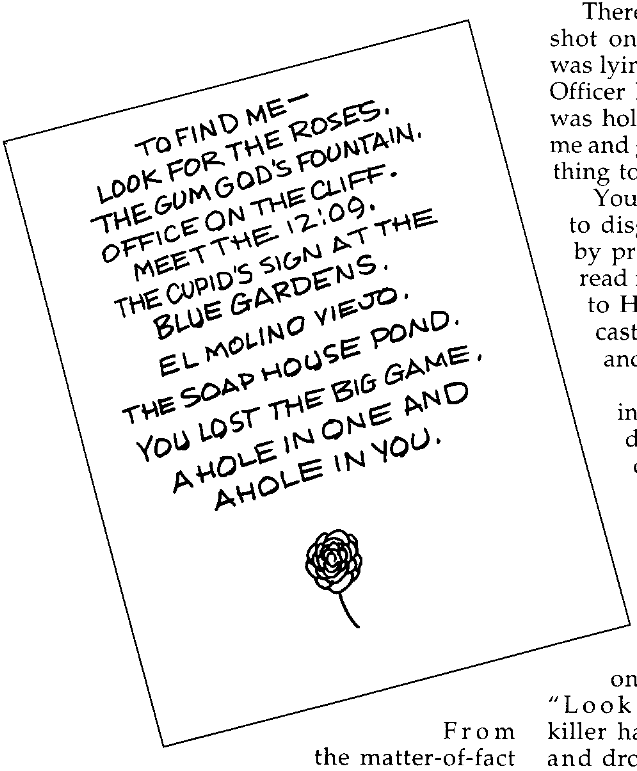
tels and other real estate holdings, I knew better.

I'd worked for enough of the Pasadena upper crust to know that he would send his henchmen to Zimbabwe in a freighter full of drugs. They'd deliver the drugs to tribes of natives and get them hooked. Then they'd sell their labor cheap to construction firms in Europe and the U.S. He was a 20th century slave trader. It was gruesome, illegal and incredibly profitable.

I asked Kimberly to come in and sit down while I threw some clothes on. As I got dressed, I flashed back through my memories of the Huntingtons.

Harrington and Harriet Huntington had been the toast of Pasadena when they arrived, newly married, from the honeymoon in Europe, over thirty years ago. They had met while going to college in the midwest and Harrington had made his first million before they graduated.

When Kimberly was born a year or so later, there was much social hoopla. She remained the only child and it was said that her dad would have preferred a son.



TO FIND ME—
LOOK FOR THE ROSES.
THE GUM GOD'S FOUNTAIN.
OFFICE ON THE CLIFF.
MEET THE 12:09.
THE CUPID'S SIGN AT THE
BLUE GARDENS.
EL MOLINO VIEJO.
THE SOAP HOUSE POND.
YOU LOST THE BIG GAME.
A HOLE IN ONE AND
A HOLE IN YOU.

From the matter-of-fact look I had noticed on Kimberly's face, it was obvious to me that she didn't care much for her father and that she was in his will.

It only took me a few minutes to get ready but when I stepped into the living room, Kimberly growled, "It's about time. Let's get to the park!"

As I hunted for my car keys, she told me Huntington had been shot. She said he was found at the pond in the park below his mansion...the Lower Arroyo Seco Park. The cops had gone over the crime site and his mansion with a fine tooth comb. The only clue they had found was a letter lying next to Huntington's body. "The cops can't figure it out," Kimberly complained.

I finally found my keys and we left. Talking small talk as I drove her down to the park, I could tell she was a spoiled rich kid.

When we arrived, I parked in the lot. I could see a jostling crowd of reporters next to the pond. As we walked over towards them, the guy from the Star Press shouted, "Hey, there's Dee Lorean! He's on the case!" I dodged their questions and pushed through them to the body.

There he was. Huntington had been shot once in the chest. His left foot was lying grotesquely in the pond. An Officer Blotebind of Pasadena's finest was holding a letter. He handed it to me and grunted, "...doesn't mean anything to me."

You could see the writer had tried to disguise his or her handwriting by printing the letter. But, before I read it, I glanced up the distant cliff to Huntington's stone and brick, castle-like mansion. It was bleak and foreboding.

The letter started out by saying, "Look for the roses". I pondered a moment, then continued reading, "The bridge path to the bench". That clue was easy, I just walked across the park and hoofed it up the dirt path towards the famous Pasadena bridge.

Half the way up the path, I noticed a green park bench on the left. Now I knew what "Look for the roses" meant. The killer had attached a note to a rose and dropped it behind the bench. The note read, ***It all ended here***. What ended here, I wondered?

I returned to the car where Kimberly was waiting and told her about the note and the rose. She all but ignored me and proudly announced, "Even I know some of these clues in the letter. The "gum god's fountain" is the fountain behind the Wrigley mansion."

I had to agree she was right.

Gum magnate, Wainscott Wrigley, owned several mansions around the world, including the one in Pasadena. I had heard that Huntington's drugged primitives had done all the heavy labor on it and another one in France.

Social equals with the Huntingtons, the Wrigley's stormy marriage always seemed to be the talk of Pasadena's rich and famous. To his wife's dismay, Wainscott was constantly being discovered in "compromising" positions and places, with uncompromising people.

Wrigley made his millions in chewing gum and had become accustomed to a certain amount of controversy. But he undoubtedly knew that if word got out that he'd used Huntington's slaves, the public would chew him up and spit him out. Could he be the murderer? Huntington could have been blackmailing him.

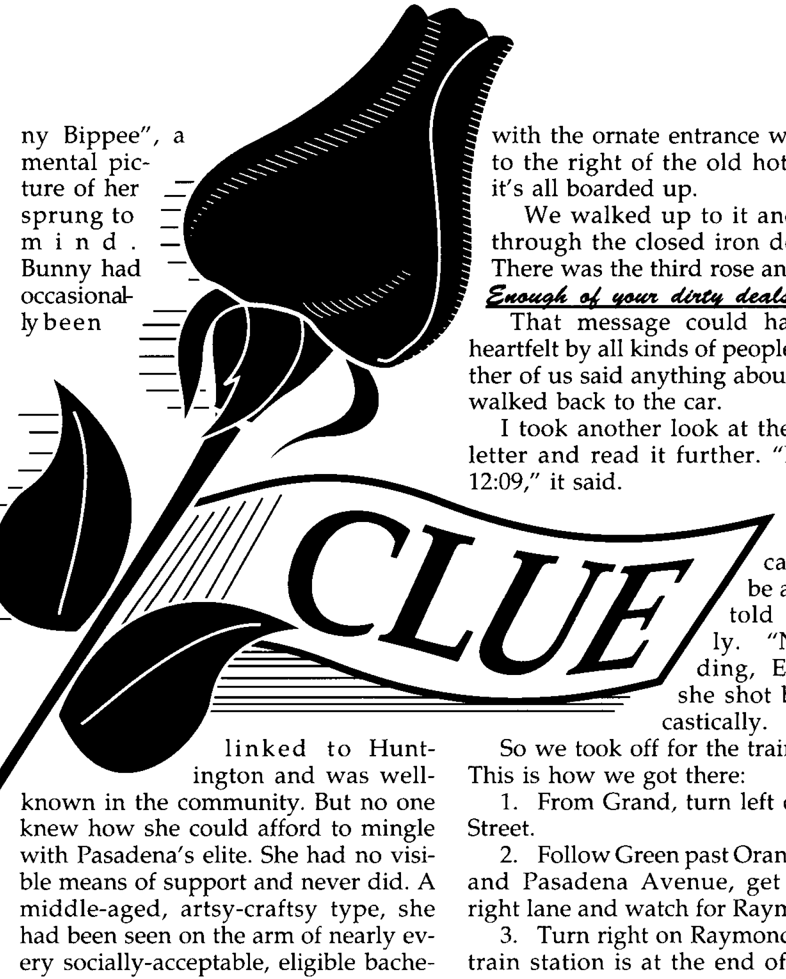
On our way over to Wrigley's place, I decided it might be a good idea to swing by Buffalo Bill's house, too. I thought he could also be a prime suspect.

"I wonder if Buffalo Bill had anything to do with this murder?" I mumbled as much to myself as to Kimberly. She was too busy rereading the murder letter to really hear me.

William Brody, also known as "Buffalo Bill", came by his name because, it was said, he could "buffalo" the best of them. Little more than a well-polished con man, Brody got very rich talking the local bigwigs out of their big bucks with all kinds of crooked schemes.

A graduate of USC who constantly bragged about it, Bill also gambled heavily with the local millionaires on college sports. He reportedly even bought off many of the coaches.

Word had it that one of his latest scams had been when he claimed to sell a carload of heroin to Huntington and it turned out to be a carload of sugar. Apparently, Huntington's thugs



took it to Zimbabwe by ship and tried to hook another village. After months of effort, all they ended up with was a bunch of grossly overweight natives barely able to lift themselves, let alone massive timbers, stones and beams.

You can imagine how furious Huntington was. It was said that his boys had been gunning for Brody for some time but couldn't find him.

Here's how Kimberly and I left the park and got to Wrigley's palatial Pasadena estate. Just follow these directions:

1. Go back out the park road to Arroyo Blvd. and turn left.
2. The second street you come to is Arbor, go right. (.3) Buffalo Bill lived in the big gray house on the righthand corner of Grand and Arbor.
3. Go past California Terrace and Grand and pull into the third driveway on you right after Grand. (.3)

We parked in the lot behind the mansion then walked up to the fountain and there it was, another rose. This one said, *The first affair*. Whose affair? Did our killer have an affair with Huntington? "Who could the murderer be?" we both wondered aloud.

We looked at the murder letter again and read, "Office on the cliff."

"That's probably your dad's office in the mansion," I suggested to Kimberly.

"No, it isn't!" she snapped like a precocious ten-year-old. "Daddy's office at home is in the front of the mansion. It's not even near a cliff. But he has another office in one of the buildings next to his Vista del Arroyo Hotel. That office is on a cliff!"

Today, the old hotel is a government building; but in its heyday it was owned by Huntington. The once fashionable place was known to be frequented by the likes of Clark Gable, Cary Grant, Mary Pickford and many other notables of the day.

"In one of the buildings to the right of the hotel," Kimberly explained, "are the offices where daddy's dirtiest dealings take place. Come to think of it, I saw Bunny Bippee and daddy leave that office late yesterday afternoon."

The minute I heard the name "Bunny Bippee", a mental picture of her sprung to mind. Bunny had occasionally been linked to Huntington and was well-known in the community. But no one knew how she could afford to mingle with Pasadena's elite. She had no visible means of support and never did. A middle-aged, artsy-craftsy type, she had been seen on the arm of nearly every socially-acceptable, eligible bachelor, and some guys who were neither.

Bunny had been Harriet Huntington's bridesmaid, and ever since, had been more than evident at just about every fashionable gathering. She was particularly noticeable because after a glass or two of champagne, she would burst into a strident chorus of "Melancholy Baby" or some other syrupy oldie, then start stumbling through a ravaged ballet routine.

I really couldn't imagine her bumping off Huntington but she was definitely strange. So, I thought it might be a good idea to drive by Bunny's place on the way to the old hotel.

Here's how we went:

1. Go back behind the Wrigley mansion to the first street again-Grand.
2. Go right on Grand, stay on it until it ends in a cul-de-sac and park your car. (.4) Bunny Bippee lived at 257 Grand, the pink place on the left with the big gates.

As we parked, Kimberly pointed out to me that Huntington's offices were in the big yellow/tan building with the ornate entrance which was to the right of the old hotel. Now, it's all boarded up.

We walked up to it and looked through the closed iron door gate. There was the third rose and it read, *Enough of your dirty deals.*

That message could have been heartfelt by all kinds of people. So, neither of us said anything about it as we walked back to the car.

I took another look at the murder letter and read it further. "Meet the 12:09," it said.

"That can only be a train," I told Kimberly. "No kidding, Einstein," she shot back sarcastically.

So we took off for the train station. This is how we got there:

1. From Grand, turn left on Green Street.
2. Follow Green past Orange Grove and Pasadena Avenue, get into the right lane and watch for Raymond. (.7)
3. Turn right on Raymond and the train station is at the end of the first block on the left.
4. Pull into the parking lot with the sign that says DEPOT PARKING ALL DAY $2.50. (You won't have to pay.)

We parked in the lot, got out of the car and walked into the train station. There on one of the benches was another rose. Attached to it, like the others, was a note. This one read, *I knew it was wrong here*. I asked Kimberly if that meant anything to her and she claimed it didn't. So, back to the car again.

Next, the murder letter said, "The cupid sign at the Blue Gardens."

I was stumped and so was Kimberly..."Blue Gardens?" we wondered aloud.

We sat in the car rolling ideas around in our heads, then crash! It hit me like the Chattanooga Choo-Choo..."Blue Boy! The Huntington Gardens!" I all but shouted.

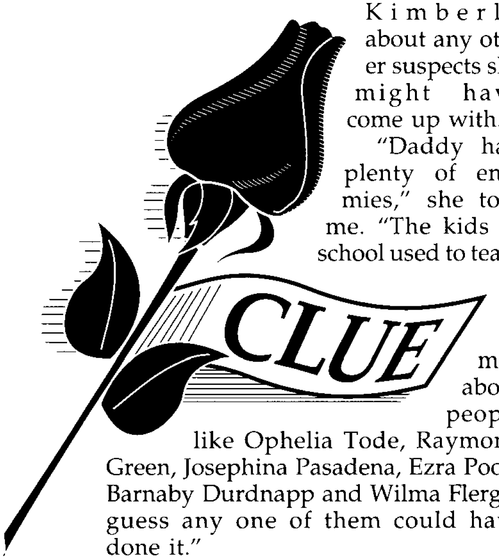
I knew Harrington Huntington displayed his favorite painting, Gainsborough's Blue Boy, at the first estate he had owned, which was now a muse-

(CONTINUED ON PAGE 28)

MYSTERY *(FROM PAGE 27)*

um called Huntington Library and Gardens. But what was the cupid sign?

Before we left the train station, I spent a few more minutes talking to Kimberly about any other suspects she might have come up with.



"Daddy had plenty of enemies," she told me. "The kids in school used to tease me about people like Ophelia Tode, Raymond Green, Josephina Pasadena, Ezra Poon, Barnaby Durdnapp and Wilma Flerg. I guess any one of them could have done it."

Each of these people was prominent in Pasadena. Or, at least, was well known. So, I decided to drive by a few of their places on the way over to the Huntington Gardens.

Raymond Green, an old college buddy of Huntington's, built the weird Castle Green hotel on the corner of Raymond and Green Streets. He bought the land from Huntington who foreclosed on him shortly after it was built because he was three days late with a mortgage payment. Green lost everything in the deal, so he had good reason to plug Huntington. But he had disappeared over a year ago and although people had claimed they'd seen him in several midwestern cities, none of this was actually confirmed.

Wilma Flerg's house on Hillcrest was also on the way to the Huntington Gardens. She was a middle-aged dowager who lived with her elderly father. Her mother had died several years ago when she fell, jumped or was pushed from the top floor window of their house. Her father, born in Zimbabwe, was said to be linked in some way to Huntington through the illegal purchase of arms and explosives. However, he had not been seen outside the house for some time now.

Many of the locals gossiped that Wilma's mother had jumped to her death after being rebuffed by Huntington. Could Wilma or her father have grieved over the death so much that they hunted down Huntington and blasted him?

Ophelia Tode and her cigar-smoking husband, Nick, lived on Lombardy. She was a college sorority sister of Harriet Huntington. A very small, delicate lady in those days, she was reported to have been Huntington's secret lover after his wife's mysterious disappearance. Nick was a gruff, 300-pound man who owned a huge sandpaper factory. However, I knew he was a Mafia kingpin. Did he find out about the affair and have a few of his boys rub out Huntington?

I thought I'd take the back way to Huntington Gardens so we could drive by some of these suspects' houses. Here's the route I took:

1. Exit the parking lot and turn right on Raymond. Stay in the right lane.
2. Turn right on Green Street. (.2) The ornate Castle Green Hotel is on the right hand corner. Continue past Arroyo Parkway. Get in the right lane and watch for Marengo Avenue. Turn right on Marengo Avenue. (.2)
3. You will go past Del Mar and California Boulevard to Glenarm Street. (1.1) Turn left on Glenarm and follow it to the end at El Molino. (.5)
4. Turn left on El Molino and be ready to turn right at the next block—the street will be Alpine. (.1)
5. Make a right onto Alpine and take it one block to Oak Knoll then make another right turn on Oak Knoll.
6. Stay in the left lane and turn left at the next street, Hillcrest. (.2) Be sure you stay on Hillcrest—do not bear right on Wentworth! Wilma Flerg lived on the left at 1258 Hillcrest.
7. Continue on Hillcrest back to Oak Knoll. At the stop sign you will have a perfect view of the new Huntington Ritz Carlton Hotel. (.5)
8. Turn right on Oak Knoll. Continue on Oak Knoll—past Pinehurst Drive and Kewen. Oak Knoll will become Lake. It's a winding road—so be careful.
9. Follow Lake to California Boulevard. (1.2)
10. Turn right on California pas Cal Tech and watch for Hill Avenue. (.6)
11. Turn right on Hill and at the next block turn left onto Lombardy. The Todes lived on the righthand side at 1640 Lombardy, the house with the ornate lights.
12. You'll come to Allen. (.6) Turn right on Allen—cross Orlando Road and drive into the Huntington Library entrance.
13. Give the gateman your pass and make sure he gives you a map of the grounds. You won't have to pay a donation. Park anywhere, but remember to leave around 3:30 to be on schedule.

As we parked in the lot, I still couldn't imagine what "the cupid sign" meant, so we walked through the Pavilion and started searching over the vast grounds not knowing where to look or what we'd find. We went out to the Lily Ponds...no cupid. We checked out the Japanese House and gardens...ditto.

Then, I noticed it on the map—the Rose Garden! Of course, it had to be. I grabbed Kimberly's hand and we raced to the Rose Garden. There it was, the statue of cupid and a sign that read *French Lace.*

"Don't ask me," Kimberly snapped. "It doesn't mean a thing to me!"

I hadn't eaten since last night. This case and Kimberly were taking a toll on my nerves so I asked her if she wanted to relax awhile and spend a little time in the Gardens. She did, and headed for the Tea Room.

After absorbing some of the beauty of the place and a couple of sandwiches, we headed back to the car and took another look at the murder letter. Next, it said, "El Molino Viejo."

Tucked away in a corner of wealthy San Marino, among the homes of the elite, was a carefully preserved old mill called El Molino Viejo. Hidden from the road, even many residents didn't know it was there.

As the story goes, the old mill was used a lot by groups of influential Pasadena men as a secret party house where they would bring in ladies of the night as well as many other unsavory characters. Rumor had it that Huntington frequented the place. Supposedly, the cops had shown up on several particularly raucous evenings and jailed the whole bunch of them, including Huntington. But none of this ever hit the newspapers.

We drove out the Huntington Garden's Oxford Exit and headed for "El Molino Viejo":

1. Turn right on Oxford and take it to Euston. (.2)
2. Take a right on Euston to Virginia and go left to Monterey. (.8)
3. Turn right on Monterey past St Albans to Old Mill Road. (.4)
4. Turn right on Old Mill, take it past Mill Lane to the small "El Molino Viejo" sign on your right. (.1) Do not turn into the entrance. Park on the street in front.

We pulled up and parked in front of the place and walked back in. After looking through the mill, I noticed the rose. It was on the bench around the fountain and read, *Flossie.* "Who's Flossie?" I asked Kimberly. She'd never heard the name.

I began questioning Kimberly further, "I can't believe none of these clues add up to you."

She looked frustrated and sputtered, "I never liked Daddy! I'm glad he's dead!"

I thought it was time to get tough with Kimberly. It seemed to me she was just a little too dumb to be true. Maybe I could scare some information out of her.

"Look," I said, "This may not have struck you, but the way I see it, you're a prime suspect! You have all the ingredients—you didn't like your father, you'll inherit a lot of dough, and you don't have an alibi."

Fear worked its way slowly across her face and she began to cry. "You can't believe I killed daddy?" she sobbed.

"There's just too much you claim you don't know," I barked.

"You don't understand," she protested. "Daddy was always off somewhere. He never paid any attention to me and neither did mother. My parents were strangers to me. I really don't know much about their lives, except the gossip I hear."

I guess I believe her, so I called her attention back to the letter again and read the next statement, "The soap house pond." Another easy one, I thought, as I suggested, "It must be the Gamble house."

Kimberly agreed this undoubtedly referred to the prominent bachelor, Hudson Gamble's unique house. Gamble was a partner in the massive soap manufacturing firm, Prosser & Gamble. I had heard that Gamble had been Harrington's roommate at Ohio State and best man at the Huntington's wedding. Indeed, Gamble seemed to be one of the few, if not the only person resembling a friend of Huntington's. They had traveled extensively together after the disappearance of Huntington's wife.

Social gossips hinted that he and Huntington had been more than just chums. Could the murder have been the result of a lover's quarrel?

Here's how we got to the Gamble House:

1. Continue the way you were going on Old Mill Road to El Molino. (.5)
2. Turn right on El Molino and follow it to California Boulevard. (1.2)
3. Go left on California and take it past Arroyo Parkway, Fair Oaks and Pasadena Avenue to Orange Grove. (1.2)
4. Go right on Orange Grove and take it past Colorado and over the freeway to the first street the other side of Holly—Live Oaks. (.8)
5. Go left on Live Oaks and follow it around. It will become Arroyo Terrace. Take it to the last driveway before Orange Grove and turn in left. (.4) Park anywhere.

As we pulled in, we parked in the lot in front of the Neighborhood Church. That reminded me of Reverend Ezra Poon, head minister of the church. Poon had been Huntington's greatest nemesis and could be a prime suspect. Nearly every Sunday, Poon's nationwide radio services ranted about Huntington's evil deeds. The choir would joyously sing "Unholy Disgraces", a hymn written by Poon about the corruption of Huntington. On several occasions, Poon had even led his churchfolk across the Arroyo to Huntington's mansion chanting, "Drugs, natives and heavy equipment don't mix!" Could Poon or one of his followers have saved mankind from Huntington?

Gamble's mansion was to the right of the church.

The letter had said, "Soap house pond." I knew the Gamble house did not have a pond in the front, so we walked to the right of the garage, which is now a little bookstore, and followed the path around the back of the house. Sure enough, there was a pond on the back porch and there was also another rose. It read, *Last night was the last straw.* What last straw? Of course, Kimberly didn't know either.

Returning to the car, I read the next message on the murder letter out loud, "You lost the big game."

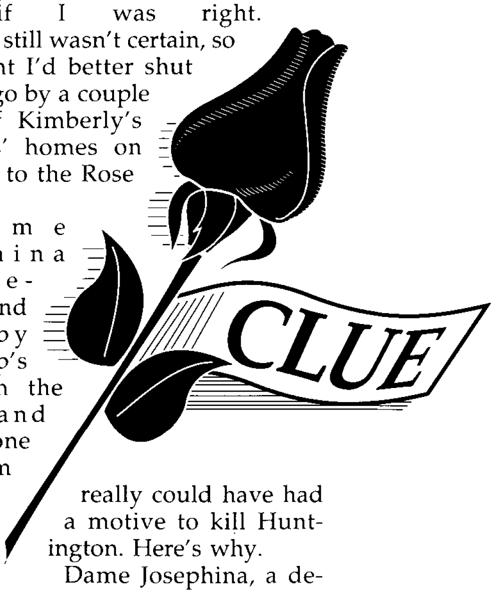
At first, I thought the clue might be about one of Huntington's big game hunting trips. Then it came to me—Huntington at a Rose Bowl ticket booth buying tickets to a game. The photo had been in the local paper many years ago and it was one of the few ever taken of him. He was with somebody else in the photo, but I couldn't quite remember who. What game was it? Then, the memories all came flooding back...

I surprised Kimberly when I blurte out, "The old ticket booths at the Rose Bowl!"

Although I had a real hunch now who the murderer was, I could see that Kimberly didn't. She would be horrified if I was right.

But, I still wasn't certain, so I thought I'd better shut up and go by a couple more of Kimberly's suspects' homes on the way to the Rose Bowl.

Dame Josphina Pasadena's and Barnaby Durnapp's were on the way and either one of them really could have had a motive to kill Huntington. Here's why.



Dame Josephina, a descendant of the city's founding father, never changed her name when she married scummy Swiggert Soppling. She had been a reclusive widow ever since Swiggert drowned in a vat of beer at the family-owned Pasadena Brewery.

It was said that "Swig" consumed the majority of the brewery's output and was trying to drink the vat dry the night he drowned. However, I had heard that Dame Josephina always con-

(CONTINUED ON PAGE 31

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DE LOREAN OWNERS ASSOCIATION
MEMBER

MYSTERY

(FROM PAGE 29)

tended that Harrington Huntington bribed one of the brewmasters to add Swig to the recipe because Huntington had caught him in Harriet's boudoir. Could Josephina have finished off Harrington for revenge?

Barnaby Durnapp, on the other hand, was quite famous as he was Roosevelt's ambassador to Zimbabwe. He was also a suspect because those in the know knew he had been Huntington's business partner in several shady construction deals in France and it was said that he paid off Zimbabwe's president so he'd look the other way when Huntington's henchman showed up in their freighters full of drugs.

But it had been in the papers that Durnapp was considering running for senator and he probably wanted to sever his ties with Huntington's nasty business. Could there have been a fight between the two that ended the partnership for good?

Here's how we got to the Rose Bowl:

1. Leave the Gamble House the way you came in and turn right on Arroyo Terrace.
2. The first street you come to is Scott Place—go right. It ends at Rosemont. (.2)
3. Go right on Rosemont briefly to the first street on your left. It is unmarked but this is actually Prospect Square. Turn left. (.1)
4. Follow to the stop sign and turn left on Prospect Boulevard. Barnaby Durdnapp lives at 695 Prospect Boulevard, on the left.
5. Follow Prospect Boulevard over the bridge.
6. Bear left on Armada Drive. (.6) and follow it to Westgate. (.4) Dame Josephina lived at 1040 Armada on the left.
7. Turn left on Westgate to Arroyo Boulevard.
8. Turn left on Arroyo Boulevard and follow it down the hill. Stop at the stop sign and cross Rosemont.
9. Turn right into the parking area in front of the Rose Bowl ticket booths. (.5)

We arrive at the Rose Bowl and started looking into the old ticket booths. There it was. The rose read, Spartans 17 to 12. We walked slowly back to the car and read the last message in the murder letter, A hole in one and a hole in you."

Huntington had been an avid golfer at nearby Brookside Country Club and had gained some early notoriety by getting a hole-in-one at a charity tournament for Zimbabwe's starving people. Unfortunately, he got some additional publicity when the donations 'disappeared' and although it was never proved he was accused of pocketing them.

There was little doubt that the country club would be our final destination.

1. Go back on Arroyo to Rosemont. (.2)
2. Go left on Rosemont, and take it to the Brookside Country Club. Pull into the parking lot on your left. (.3)

As we drove to the Brookside Country Club, Kimberly was silent. I could see that she was adding up all the clues in her mind. Finally, her face darkened and she groaned, "Oh no! Oh no!"

We parked the car in the lot to the left of the clubhouse. The murder letter and roses had led us through a bewildering maze of clues to this final destination. So, it was no surprise when out stepped the murderer,__________.

THE SOLUTION

At the banquet that evening, Dee revealed the solution.

You're probably all anxious to find out who the killer is!

Well, listen up.

Hopefully, you found all the roses and got the clues.

The first rose said, "It all ended here."—Harriet and Huntington had been sitting on that very bench when she told him their marriage was over and that she was planning to disappear.

Next, you went to the Wrigley mansion where you read, "The first affair."—Shortly before Harriet had disappeared she had caught her husband sneaking off with Bunny Bippy during a party in the mansion.

But Harriet didn't really disappear. She just stayed out of sight—watching Huntington.

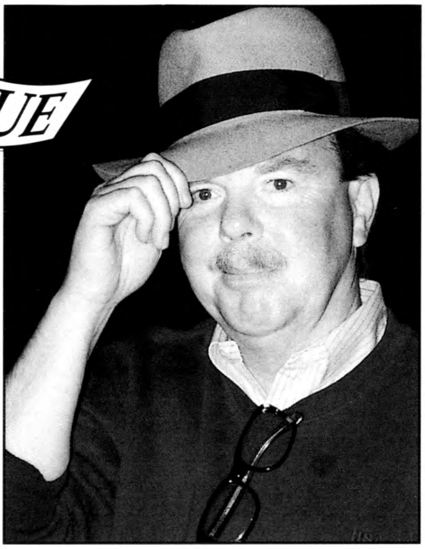
Then you went to Harrington's old office building next to the hotel and read, "Enough of your dirty deeds."—Harriet was sick of her husband's dirty business dealings. Besides, like Kimberly, Harriet had seen him leave the office with Bunny the night before.

Then you drove to the train station and read, "I knew it was wrong here."—Remember, Harrington and Harriet arrived together after a honeymoon in Europe. Well, when they arrived on the 12:09 train, Harriet already knew she'd made a mistake marrying Harrington.

Next, you toured the Huntington Gardens and read, "French lace."—The dress Harriet wore at her wedding in Paris was French lace.

Then you looked through the mill and found the rose that read, "Flossie."—Flossie was a lady of the night that Huntington was nabbed with by the cops during a party at the old mill.

(CONTINUED ON PAGE 38)



Kay Myhre

ABOUT THE AUTHOR

David Knudson, a. k. a. "Dee" Lorean.

For excellence in copy material, Knudson is the name and writing is the game. David writes professionally as a partner in the Walker, Knudson, Campbell Advertising Agency in Los Angeles, California. We can always count on his concise presentations and clear messages.

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002	Baseball cap w/ mesh back & Logo; red or blue **$6.00**
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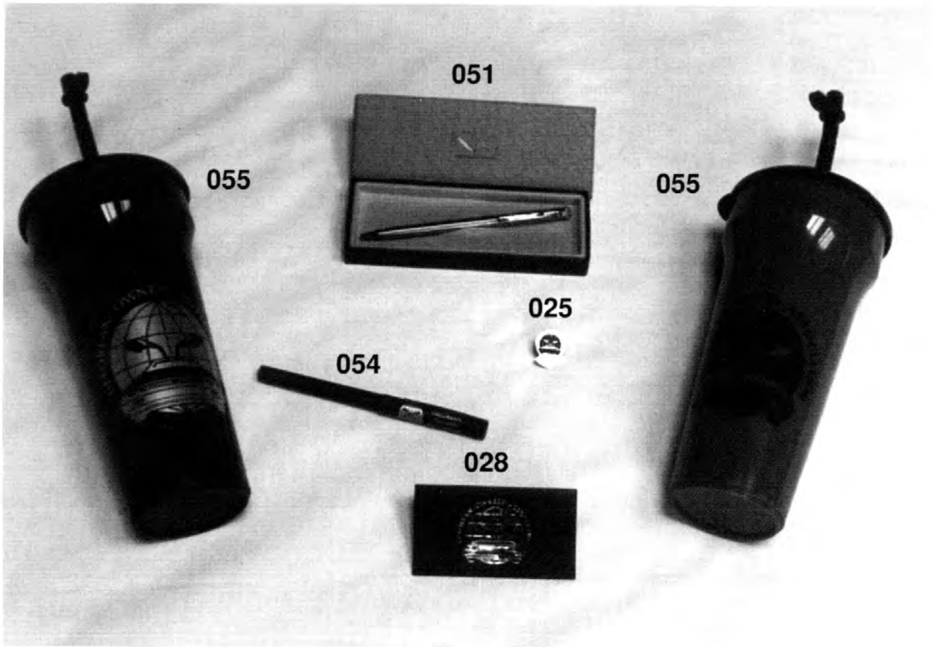

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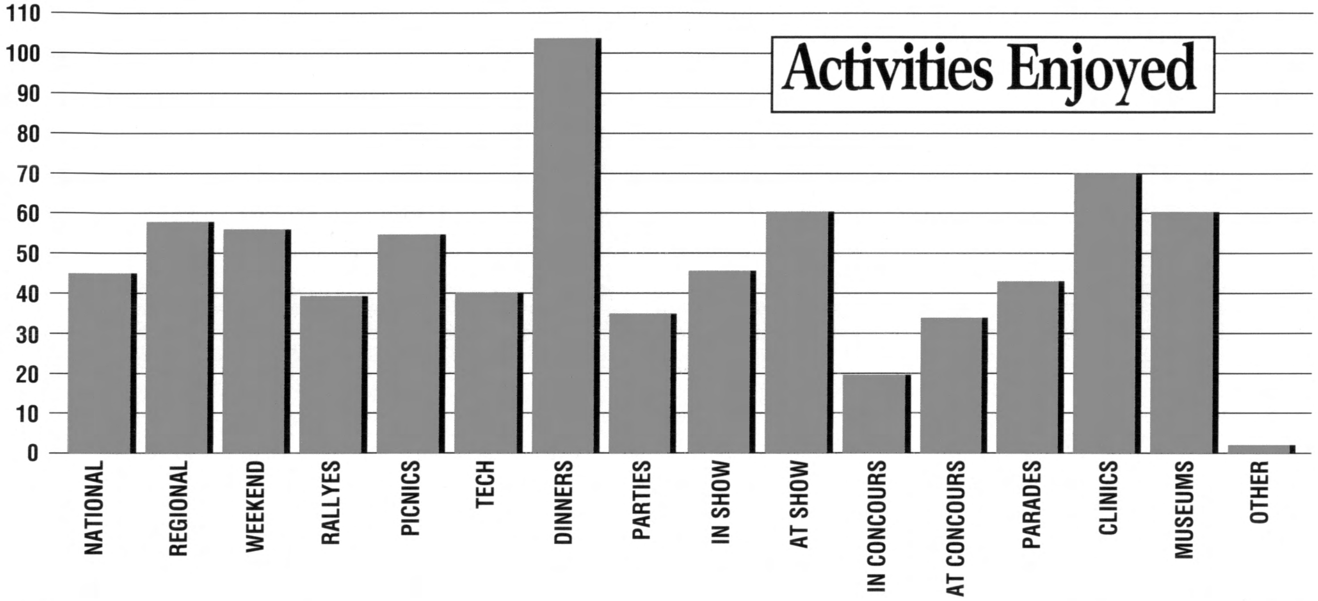
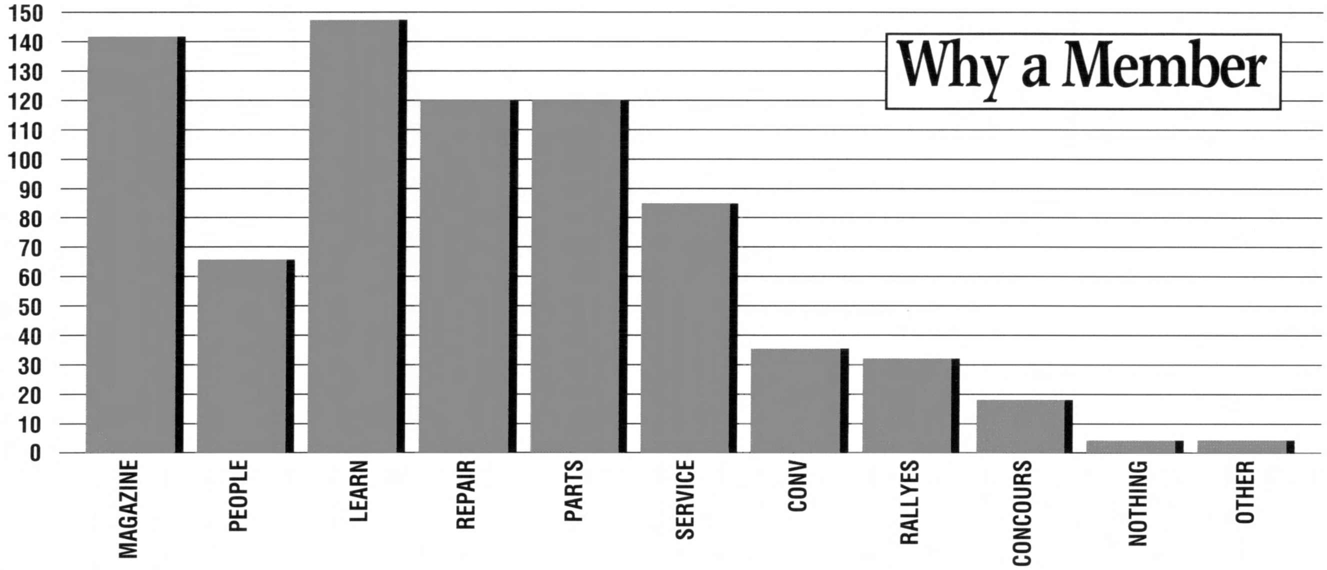
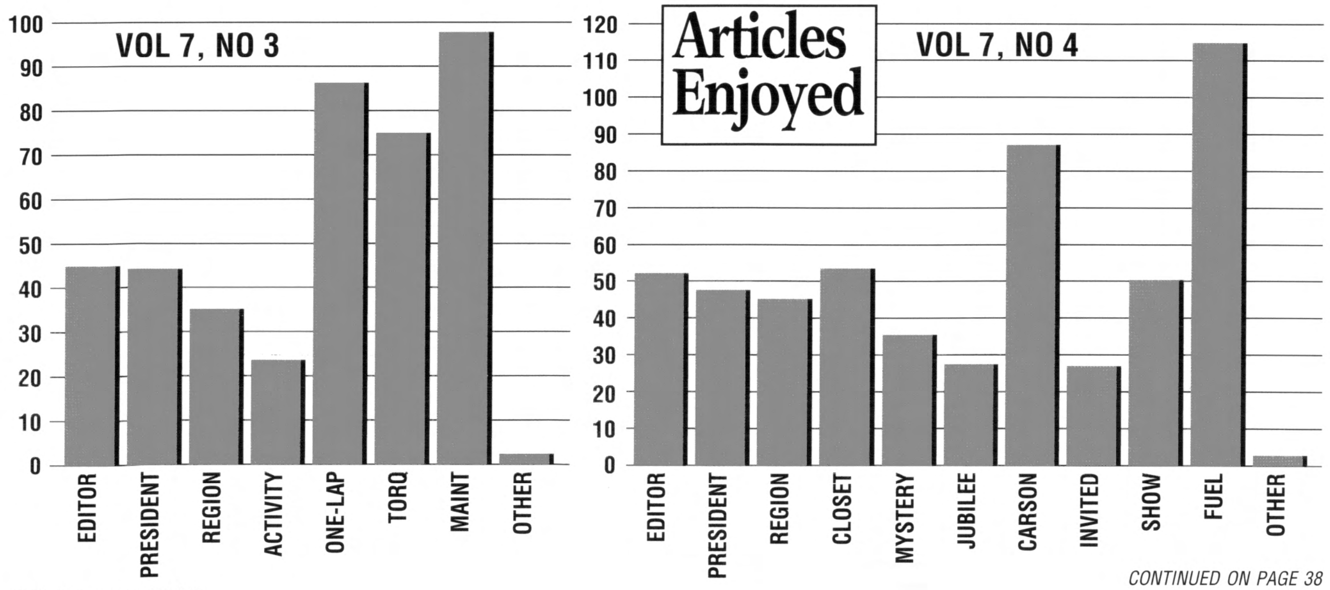
SURVEY *FROM PAGE 11*







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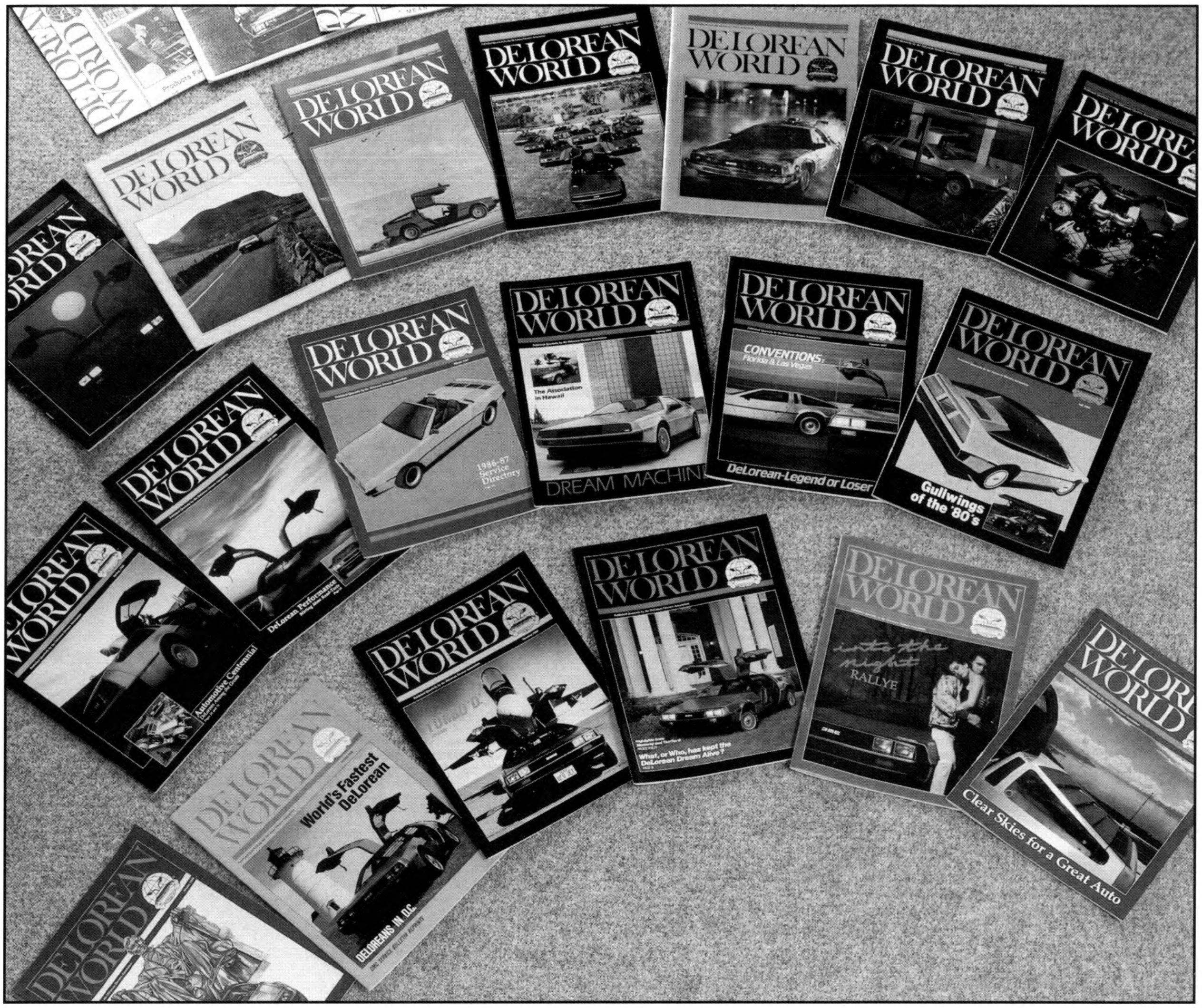
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Here's A Great Chance To Catch Up!

You're reading the 31st issue of DeLorean World. Wouldn't it be nice to have some or all of the back issues? They'll help you solve problems like: overheating, weather stripping, tail lights, glove compartment door, fuel injection, window cables, radio, steering, lowering, fuel pump, axles, fans, doors, inertia switch, mufflers, mode switch, mirrors, fuel gauge, relays, cooling system, lamps, ignition, distributor, stalling, suspension, battery and many others. The issues chronicle events of the car as well as the Association.

Back issues normally run $12.50 each. But now, if you buy them in packages of six, you can get them for only **$8.33 each!** So a package of six is only $50! (Shipping included.)

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DeLorean World binders, designed to hold 12 magazines **$14.95** plus $2.25 each for shipping

DELOREAN OWNERS ASSOCIATION

Longest Decade

(FROM PAGE 21)

Ulster Television

Mr. Novel has told the company that he might be interested in buying the presses for as much as £60,000.

The presses are in 12 sections, each weighing five tons, and they lie in 100ft of water. They were bought by Emerald Fisheries from Haulbowline Scrap Metal in Cork last year for a total of £6,000.

Divers were hired by Mr. Novel to check out the presses and they appeared to verify that they were indeed the moulds used to produce the car.

'Lot More'

Mr. Ciaran Crummey, the head of Emerald Fisheries, said yesterday: "I have had an approach from an American businessman who is interested in buying the dies." He said they remained in near-perfect condition.

Mr. Crummey added: "It seems ironic that so much of the British taxpayers' money should end up helping the Irish fishing industry."

He added that if Mr. Novel wants to buy the metal presses, "it will cost a lot more than I paid for them. You wouldn't even bring them to the surface for what I paid."

Mr. Novel told Mr. Crummey that he was working with Mr. DeLorean on a development of the sportscar.

Last week Mr. DeLorean said in America that he was working on plans to build a new sports car using spare parts acquired after his company went bankrupt.

NEW DEPTHS TO DeLOREAN SAGA

IRISH TIMES REPORTER-
JUNE 11, 1985

A unique twist to the DeLorean car venture has developed over recent days in Connemara, where an American claiming to be a close associate of the flamboyant car maker has sent divers down to the seabed off Carna to inspect the dies used for the doomed car—now being used as weights for salmon farm cages there.

The dies, which cost hundreds of thousands of British taxpayers money to produce, weigh tons each and were bought as scrap last year by the proprietors of the fish farms, Emerald Fisheries, from Haulbowline Scrap Metal in Cork.

The American who claims he is a close associate of DeLorean, is Gordon Novel, and he told the proprietors of the fisheries that he would be in touch with them again shortly after his diving team had checked serial numbers on the steel dies, now 100 feet below the Atlantic beneath the fish farm's salmon rearing cages. The fisheries company purchased the dies for around £500 each and they reported yesterday that Mr. Novel had told them that if things went right they would be paid much more than that, perhaps ten times as much, to retrieve them from the seabed. There is some disbelief in the Carna area, however, that such an event will ever come to pass.

Mr. Novel told the fisheries proprietors that he was working with Mr. DeLorean, now once more a free man in the United States, on further plans connected with the development of the revolutionary gull-winged sports car which cost British taxpayers more than £80 million before it collapsed in ruins over two years ago.

It was also understood from conversations with the American that the recovery of the dies, which weigh about five tons each, was part of an operation to ensure that the owners of the few DeLorean cars actually produced and sold would be able to get spares for their valuable models in the event of these being damaged.

The dies, being solid steel, have not suffered from their long immersion in the seabed. The divers acting for Mr. Novel have taken their serial numbers and they and Mr. Novel have departed. Both Carna, in general, and Emerald Fisheries, in particular, are awaiting further developments.

DIY MEN GET THE CHANCE TO BUILD THEIR DREAM CAR

BELFAST TELEGRAPH-
AUGUST 30, 1983
BY JANE BELL

Do-It-Yourself

DeLorean cars are to come under the hammer at a Templepatrick car auction on Thursday.

An estimated seven or eight complete gull-wing cars are expected to be available for sale—in kit form.

Workshop manuals will be provided to enable buyers to assemble their dream cars.

And an abundance of spare parts for the famous car are also to be put up for auction.

The items are the star attraction in a special first anniversary auction at Hartfield Auctions, Templepatrick, to be held at 2 p.m. on Thursday, September 1.

Managing director of Hartfield Auctions, Mr. David Wilson, said today: "We've got about enough parts to build seven or eight complete cars and many more spare parts.

"At a rough estimate there are a couple of hundred doors. There's an abundance of some things and a bit less of other parts."

Details of a reserve price for the DeLorean car items have not yet been finalized, Mr. Wilson said.

But, he added, prospective buyers can expect a "tremendous saving".

Assembling the vehicles would not be difficult, said Mr. Wilson. "All the bits are clearly defined and work shop manuals will be supplied with the cars. It's very straightforward.

"I would estimate that two boys, with a rough idea about cars, would be able to build one in a week."

Mr. Wilson said he would not disclose the name of the seller.

OUR CLEAN, CLEAN EXHAUSTS

BY JACK BALDERSTON, PARLIAMENTARIAN

It's a smoggy day in Los Angeles. A first stage alert is in the offing. A brown pall limits visibility to about six blocks. My eyes water. But I have to go out. It's deadline time to get the biannual smog check for my DeLorean!

Will we pass?

Mine is one of the early ones. It has a July, 1981 manufacturing date and is VIN number 2147. It has traveled over 91,000 miles and nothing has been done to the engine systems other than to replace the lambda sensor at 27,000, 59,000 and 83,000 miles. Without a smog certificate, no new registration tags.

Coughing, I drive up to the smog check station. I can no longer see the off ramp from which I left the freeway a few blocks distant. The mechanic warms up his console, pulls out a wicked-looking coil of metal and shoves this in the tailpipe. He attaches wires to a couple of places in the engine compartment. We turn off the car air conditioner, rev up the engine, and the console screen flashes impatient orders. "Checking PCV system", "Pass". Well, that's good, whatever it is. Another half dozen or so checks, but the machine is just getting warmed up. "Set rpm to 2500." The mechanic reaches in and does so. The engine noise drowns out all conversation. In about a minute, "reduce rpm to 700". What happened at 2500? The console refuses to tell me. Finally, "test complete". The console gives no further information, but the printer starts to roll. The mechanic reaches in, tears off the sheets and hands them to me.

> ***"Our DeLorean automobiles, even those with many miles on them, are among the cleanest fuel burning autos on the road. The secret is the Lambda sensor..."***

Hydrocarbons, maximum allowed parts per million. From the DeLorean, zero! (See excerpt from the report in figure 1) Wow, the air I'm breathing isn't that good! Carbon monoxide, allowable 1.2%. From the car, 0.1%. The next day's L.A. Times reports CO levels of near 30 ppm (equals 0.03%) in the local air. I leave, happily clutching my passed smog certificate.

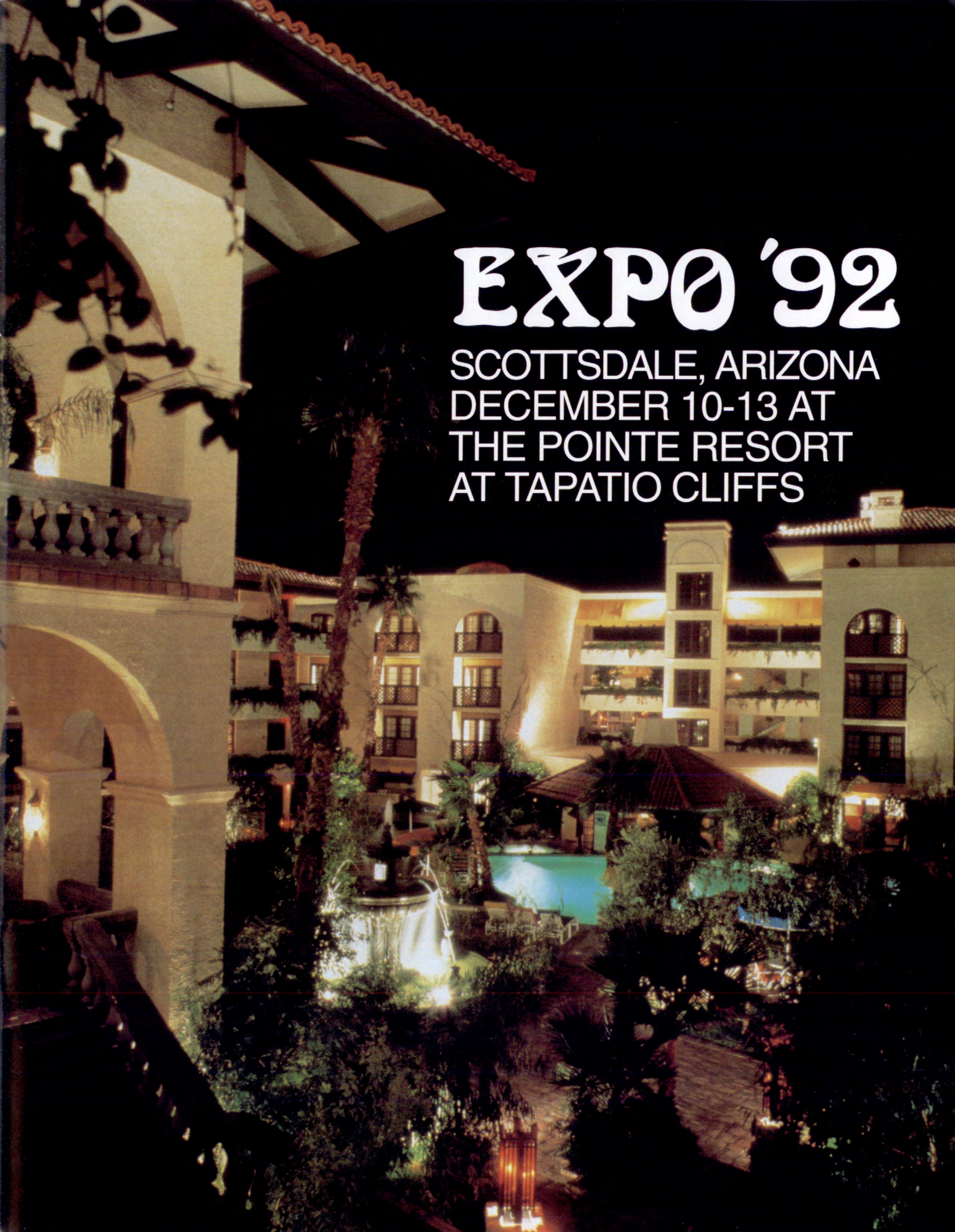
So you see, our DeLorean automobiles, even those with many miles on them, are among the cleanest fuel burning autos on the road. The secret is the lambda sensor which measures at split second intervals the amount of oxygen in the exhaust gases and adjusts the fuel-air mixture being fed to the fuel injectors. There is a specific ratio where the various exhaust pollutants are at a minimum. The system is designed to maintain the engine operation at that ratio.

I am thinking of hooking up my DeLorean's tailpipe to our home's air intake.

		MAXIMUM ALLOWABLE EMISSIONS	MEASURED	RESULT
EMISSION TEST RESULTS	***2500 RPM***			
	HC PPM	0220	0000	PASS
	CO X	1.20	0.10	PASS
	RPM		2446	
	IDLE RPM			
	HC PPM	0100	0015	PASS
	CO X	1.00	0.16	PASS
	RPM		0779	
VEHICLE IDENTIFICATION INFORMATION	LICENSE NUMBVER	JLB PKB		
	VEHICLE ID NUMBER (VIN)	SCEDT26T68D002147		
	VEHICLE TYPE	PASSENGER CAR		
	VEHICLE MAKE	DELOREAN		
	VEHICLE MODEL YEAR	81		
	NUMBER OF CYLINDERS	6		
	VEHICLE ENGINE SIZE	2851C		
	TRANSMISSION TYPE	MANUAL		
	CERTIFICATION TYPE	CALIFORNIA		
	ODOMETER READING	91350		
	TEST TYPE	INITIAL INSPECTION		
	VEHICLE FUEL TYPE	GASOLINE		

Smog check inspection started on: August 22, 1991 at 12:23 pm.

DELOREAN SMOG TEST



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CHANGE THE FACE on your DeLorean Speedometer (in good working condition) to 170 mph and recalibrate. $139.50 plus $7.00 shipping California residents add 8.25% sales tax. DELOREAN ONE, 9006 Owensmouth Ave., Canoga Park, CA 91304. Call one of our toll free Hotlines (800) DMC- HELP; (800) USA-DMC1 or California (818) 341-1796 or Texas (713) 568-9573.

FOR SALE - DeLorean 1983, serial number 20089, one of the last produced, 5-speed, light grey interior, never road driven, 61 actual miles, original window invoice, stored in climate controlled environment. $29,500/offers trades. Parts available including front fenders. Send SASE to, J. Capizzi, 8600 W. Bryn Mawr, #7790N,Chicago, IL, 60631 (312) 399-0999.

FOR SALE - 1981 DeLorean. VIN 3893, 13,309 miles. Automatic. Stainless. Always stored inside. Like new inside and out. $15,500. Call after 6 pm Ohio. (216) 758-2275.

SPEEDOMETER on your DeLorean not working? Rebuilt angle drives available now! Only $129.50 each plus $6.50 shipping. California residents add 8.25% sales tax. DELOREAN ONE, 9006 Owensmouth Ave., Canoga Park, CA 91304. Call one of our toll free Hotlines (800) DMC-HELP; (800) USA-DMC1 or California (818) 341-1796 or Texas (713) 568-9573.

COOLANT BOTTLE CRACKED? If it has not cracked now, sooner or later it will. Save it for future Concours competition or investment purposes by changing it today to our unconditionally guaranteed metal header bottle. All aluminum construction will not cause any adverse chemical reaction in your cooling system. Only $169.50 plus $9.50 shipping. California residents add 8.25% sales tax; Texas residents add 8.25% sales tax. DELOREAN ONE, 9006 Owensmouth Ave., Canoga Park, CA 91304. Call one of our toll free Hotlines (800) DMC-HELP; (800) USA-DMC1 or California (818) 341-1796 or Texas (713) 568-9573.

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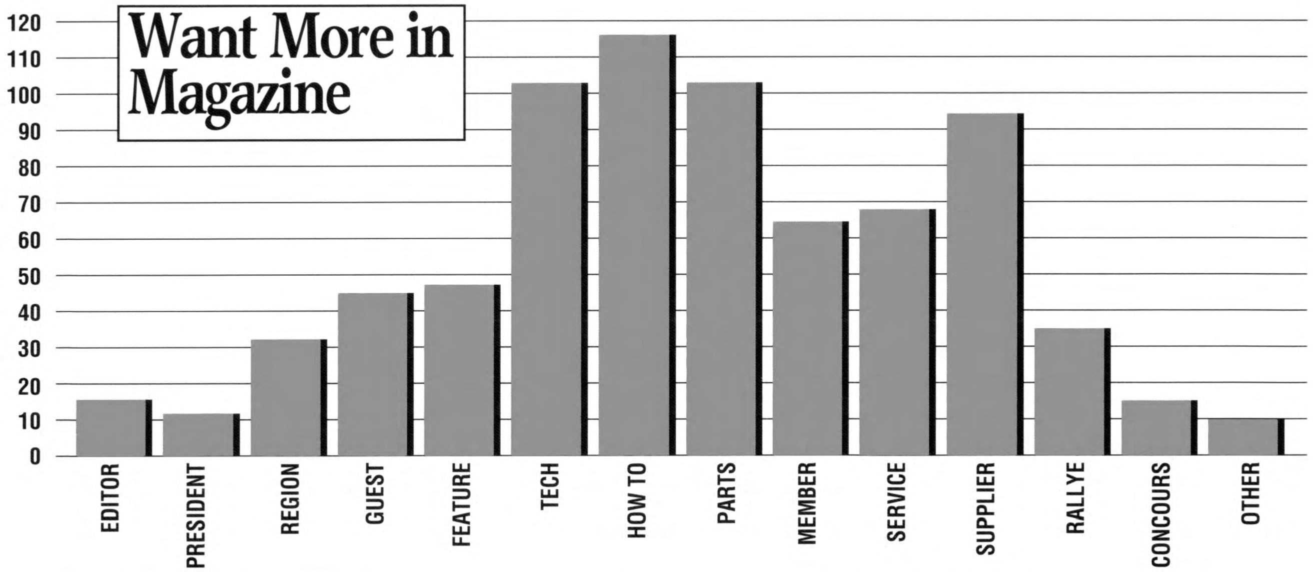
FOR SALE - '82 DeLorean, Ungo alarm, driving lights, lowered + special suspension, special A/T torque converter, sheepskins, many extras. 27k mi. Fanatically maintained. $22,500. (415) 527-9256.

TIE AND PIN - Limited supply of original DeLorean factory supervisors' tie ($30), and DMC logo pin ($10). Robin McNeill, 1 (310) 306-5373 or 8828 Pershing Drive, #304, Playa del Rey, CA 90293.

DeLorean Owners Association members only. $.30 per word. Submit typewritten copy only, accompanied by check made out to DeLorean Owners Association.

SURVEY *FROM PAGE 33*



MYSTERY *(FROM PAGE 31)*

Next you drove to the Gamble house. Harriet, lurking outside the mansion, saw her husband and Bunny Bippee living it up at a party the night before the murder. The note read, "Last night was the last straw."

Then you drove to the Rose Bowl ticket booth and the rose read, "Spartans 17 to 12." The murder letter had said, "You lost the big game."—Harriet had gone to Michigan State, whose team was the Spartans. Huntington had gone to the University of Michigan. Their team was the Wolverines.

If you determined that Huntington's wife, Harriet, was the killer, you were right.

Perhaps you and your local chapter would like to host a mystery rallye. Enjoy the challenge of writing an original rallye plan for your locale. -*Editor*

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Turbo Manifold	39

If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0–60 mph .... 6.3 seconds
- Top Speed .... 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

California EPA Approval Pending
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FAX NO: (516) 491-1248

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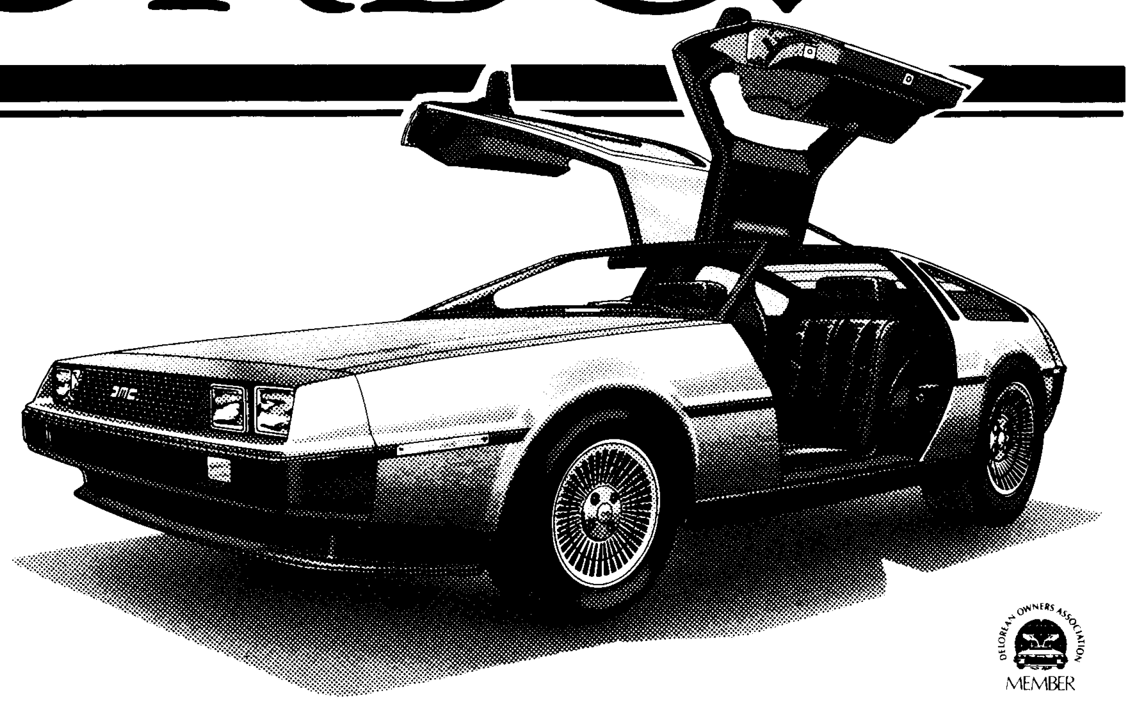
THINK TWIN TURBO.



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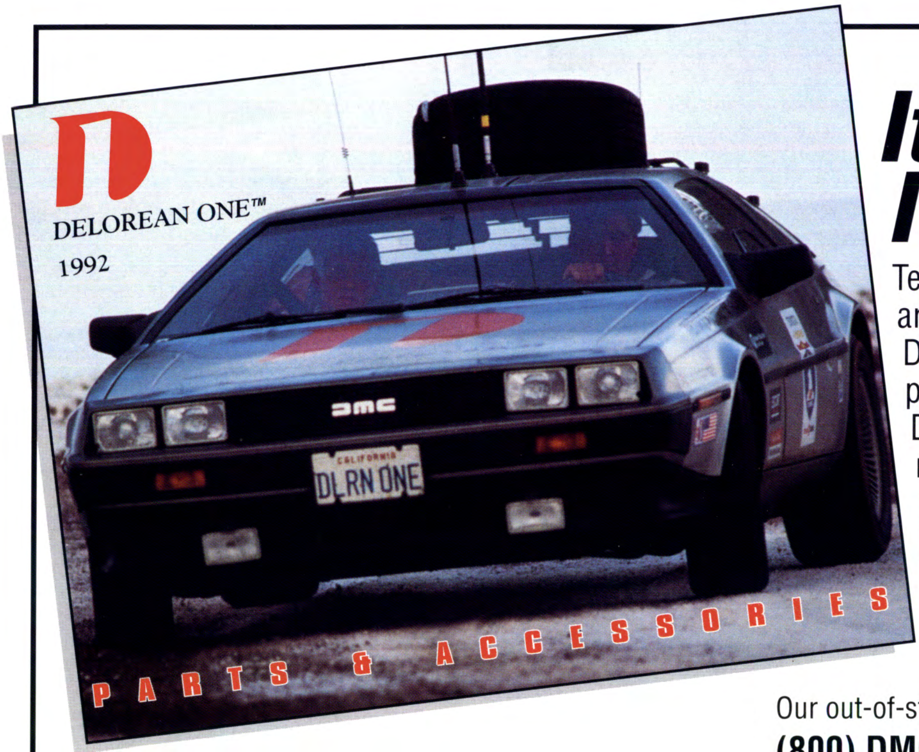

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